The Literary Digest

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TOPICS OF THE DAY

The Brass Tacks of the Hoover-Laval Accord

PIERCING THROUGH THE RUMBLE of the headlines over the Hoover-Laval conferences comes the clear key-note sounded by the French "peasant Premier":

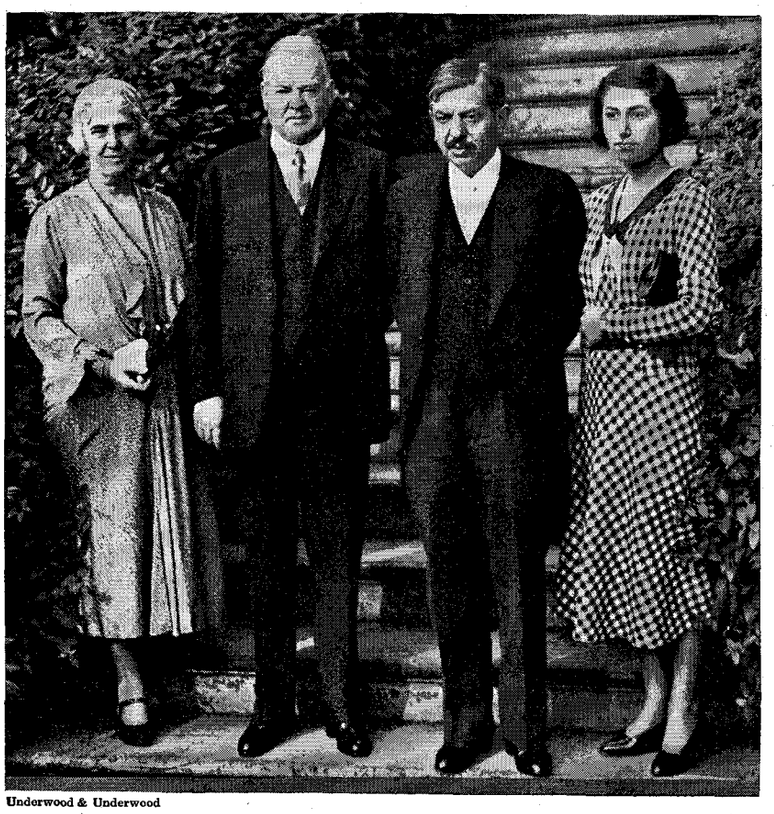
"We have come to know one another better.

"Henceforth, we know where we stand, we know what we want, we know what we can expect, and what may be expected of us."

And that, declare some papers, is not much progress to report after the great hullaballoo that attended Premier Pierre Laval's long trip across the Atlantic for a talk with President Hoover.

But a great majority of observers seem to think otherwise.

Granting that little, if anything, of a concrete nature emerges from the conferences, they insist, nevertheless, that everything was accomplished that could have been expected. And some assert, with Walker S. Buel, Washington correspondent of the Cleveland *Plain Dealer*, that "the conferences have set the stage for epochal developments of world-wide importance in the direction of recovery from depression."



Underwood & Underwood

After the Hoover-Laval Heart-to-Heart Talk

President and Mrs. Hoover with Premier Laval and his daughter.

Of outstanding importance from the American view-point, many editors declare, is the fact that France undertakes to stop the drain on our gold supply, which was beginning to cause some concern here.

ANOTHER major point, we are told, is that France and the United States agree that Germany must have relief from reparations during the depression to relieve European pressure, but that the initiative must be taken by Germany, through the machinery of the Young plan.

As the climax of his three-day visit to Washington, the keen-eyed, swarthy, solidly-built, black-mustached French Premier sat down with President Hoover in the Lincoln study of the White House for a heart-to-heart talk. In the room where the Emancipation Proclamation freeing 4,000,000 slaves was signed, they undertook to find a way to work together to free the world of depression. And at the end of their talk they issued a statement summarizing their agreement, and declaring that:

"We have made real progress."

So careful were the President and the Premier in disclosing the trend of their talk, we are told, that the statement was not given out until it had been rewritten a dozen times.

"IT was so vague," writes Edward T. Folliard of the Washington *Post*, "or perhaps it would be better to say it was so veiled, that newspaper men, in dictating stories to their offices, missed entirely the big story with regard to reparations and the debts." Analyzing the statement, Mr. Folliard tells us the advantages which were seen to accrue to each side, those favoring France being listed first:

"First, the United States promised to consult France in anticipation for any international step, such as the Hoover moratorium, well in advance of its announcement;

"Second, the disavowal by President Hoover of any conversations about the Polish Corridor between himself and Premier Laval;

"Third, France was able to maintain her stand with respect to land armaments.

"These points will be conceded as advantageous to the French. However, the United States, through President Hoover, also succeeded with regard to these points:

"First, France got no security pact, which was the initial suggestion and predominating hope of Premier Laval before he arrived in Washington;

"Second, gold withdrawals from the Federal Reserve Bank in New York will be regulated by an agreement with the Banque de France;

"Third, the gold standard will be maintained by both countries;

"Fourth, reparations adjustments promised by France to Germany will secure for American bankers their four-billion dollars' worth of holdings in industrial Germany, which would have most certainly disappeared in any further default by Germany.

"These last points are perhaps favorable to the United States more clearly than they are to France, altho such agreements as

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the gold standard are bound to work out to the satisfaction of both countries."

"We canvassed the economic situation in the world," said the Hoover-Laval statement, "trends in international relations bearing upon it; the problems of the forthcoming conference for limitation and reduction of armaments; the effect of the depression on payments under intergovernmental debts; the stabilization of international exchanges,"

In their "informal and cordial discussion" it was not the

The Unofficial Observer

—Duffy in the Baltimore "Sun."

purpose of either "to engage in commitments binding our governments, but, rather, through development of fact to enable each country to act more effectively in its own field."

Of the arms limitation conference, they said "it is our joint purpose" that the meeting "will not fail to take advantage of the great opportunity which presents itself and that it will be capable of meeting what is in reality its true mission, that is, the organization on a firm foundation of permanent peace."

As for intergovernmental obligations, they recognized that, "prior to the expiration of the Hoover year of postponement, some agreement regarding them may be necessary covering the period of business depression." "The initiative in this matter," it was pointed out, "should be taken at an early date by the European Powers principally concerned within the framework of the agreements existing prior to July 1, 1931."

The meaning of this, observers point out, is that Germany must initiate a move for reparations relief, under the Young plan.

Pointing out that especial emphasis had been given to means of restoring economic stability and confidence, the statement says this about gold:

"Particularly we are convinced of the importance of monetary stability as an essential factor in the restoration of normal economic life in the world in which the maintenance of the gold standard in France and the United States will serve as a major influence.

"It is our intent to continue to study methods for the maintenance of stability in international exchanges."

They view these problems "in the same light," and "this understanding on our part should serve to pave the way for helpful action by our respective governments."

"The primary reaction to the outcome of the now famous conversations," writes Richard V. Oulahan, Washington correspondent of the New York *Times*, "was that at last the United States had acknowledged that a relation existed between inter-allied war debts and German reparations." And this, on the same day, from the dispatch of Theodore C. Wallen of the New York *Herald Tribune:*

"With Capitol Hill still protesting against debt reduction or cancelation, the Hoover-Laval agreement was regarded to-day as admitting the necessity of and expediting a reexamination of the capacity of European nations to pay the $11,000,000,000 they owe the United States. Germany is expected to give the signal for reopening the question."

And Mr. Wallen also tells us that "altho President Hoover resisted any reopening of the debt question up to a few weeks ago, he is now on record, in the light of the prolonged depression, as willing to reconsider on the basis of capacity to pay." And—

"While the French regard the reparations arrangement as particularly advantageous to them in that it preserves the sanctity of the Young plan, it also is regarded as a sound move by President Hoover in that it puts the debt question up to Congress and also makes the reparations question an exclusively European problem in so far as it can be detached from the inter-allied debts."

A glance at the head-lines gives the major reactions to the Hoover-Laval agreement.

American business immediately shows a better tone, we are told by Mark Sullivan in one of his Washington dispatches to *The Herald Tribune.*

France is pleased at the outcome, say the cable reports, altho the Paris press appears divided, one section asserting that France and the United States have found a solid foundation for future negotiations, while the other section asserts with *Le Quotidien*, "nothing positive has been done."

As for Berlin, the outcome is said to be a bitter disappointment, for Germany had hoped a new arrangement would be substituted for the Young plan, or that President Hoover would extend the present one-year moratorium on debts. However, the Foreign Office made it plain, says the Associated Press, that Chancellor Bruening, "acting on the suggestion of President Hoover and Premier Laval, will reopen the reparations question."

The reaction of our own press may be shown by a few typical quotations. The majority opinion, as already mentioned, seems distinctly favorable.

"If the statement issued jointly by the President and the Premier of France concerning their conferences disappoints popular expectations," says the Hartford *Courant*, "the reason is not that diplomacy failed, but that hopes were raised too high."

"The way to the fullest understanding and most hearty co-operation between the two republics has been opened," adds the New York *Times.*

"Viewed from any and every angle," asserts the Washington *Evening Star*, "Premier Laval's sojourn in Washington was inestimably worth while."

But the papers which do not praise the agreement are just as emphatic. Says the Washington *News:*

"It was too much to expect that Hoover could induce Laval to agree to definite arms reduction. Nevertheless there is no use blinking the fact that without arms reduction and revision of the unjust and unworkable Versailles Treaty, there is not much chance of fundamental improvement in the dangerous European situation."

"France Wins in Washington—and Dims Hopes of World Recovery" is the caption on the Philadelphia *Record's* severe editorial, which declares that the much-advertised effort to relieve depression and avert an economic crash ends in agreement to do *nothing.*"

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Mr. Borah's Bumper Crop of Jeers and Cheers

"YOU WANT ME TO SPEAK FRANKLY?"

"Surely!"

So in unison exclaimed some seventeen French journalists who had come to Washington with Premier Laval.

They sat at a great oval table facing the square-set jaw and the bristling leonine mane of William E. Borah, chairman of the Foreign Relations Committee of the Senate.

So he spoke frankly. He flung determined and unequivocal replies to the provocative questions of the clever Parisians—so frankly indeed that Senator Borah, as the press clippings roll in upon him, not unlike breakers of the sea, must now realize that he sowed a bumper crop of abuse, ridicule, and derision in that sensational group interview which is characterized by Fraser Edwards of the New York *American* as "the most dramatic press conference held in Washington in recent times."

Senator Borah's frank statements of personal opinion caused his name to be cheered in such distant points as Berlin and Budapest, and jeered in Paris. The Polish Ambassador and the rest of his countrymen utter vigorous protests against Senator Borah's suggestion that the Polish Corridor be returned to German control, charging him with a complete lack of knowledge of that sore spot. On the contrary, retort the Germans, he knows this Corridor well, and he is "open-minded." The Roumanians express consternation at the Senator's suggestion that the former boundaries of Hungary be restored. We compress his most challenging utterances:

"I have in mind cancelation of reparations in their entirety, and cancelation of international debts in their entirety.

"If reparations had in the first place been confined to direct damages, they could have been justified, and France would have had damages for her injuries, and Belgium would have had, and that could have been well justified.

"My understanding is that that would have been very satisfactory to Germany.

"The time is past for moratoriums.

"We have reached the time when, if we are going to relieve the economic situation, we shall have to cut, instead of push it back for a year or two and destroy the credit of every nation against whom it stands.

"If we just simply push these debts back, and they are accumulating interest and all, the credit of the nation is disappearing day by day, and the confidence of other people in the nation; and I can not see anything to be gained by a moratorium.

"This question of using force as a peace proposition has never appealed to me at all.

"If we have not reached the stage where nations are willing to reason out disputes, to meet and discuss in a peaceful way and settle their controversies in a peaceful way, we have not reached the time when we may expect disarmament.

"I think there will have to be some changes in the Versailles Treaty.

"I do not think that you are going to get any disarmament in Europe so long as certain conditions which arise out of the Versailles Treaty continue to exist. That is just my opinion, 3,000 miles away.

"You might have peace by sheer force, but you would not have that peace which is based upon contentment, the people satisfied that justice has been done.

"You would not have that kind of peace.

"The other peace requires armaments, because the peace exists by reason of the fact that vast armies are in the field to attack an aggressor."

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He Stole the Spotlight

To a score of visiting French journalists Senator Borah staged "the most dramatic press conference" held in Washington during Premier Laval's visit.

THIS interview, staged during the Laval-Hoover conversations, created a sensation in the European capitals as well as in every American newspaper.

"Childish, naive, simple-minded, ill-timed, raucous, mischievous, tactless, indiscreet, immature—" these are but a few of the uncomplimentary adjectives flung by an incensed press at the chairman of the Foreign Affairs committee. The New York *Times* published a special editorial of protest in a place of conspicuous prominence denouncing Mr. Borah's indiscreet and undiplomatic frankness.

The Milwaukee *Journal* rails in sarcastic terms at "the high wind from Idaho." The Baltimore *Sun* joins with the New York *Herald Tribune*, which deplores "Mr. Borah's high-school formula for rebuilding the European continent," while the Pittsburgh *Post-Gazette* shudders at his exhibition of "poor taste." The New York *Evening Post* apologizes to the departing Laval for this "wanton overriding of the proprieties by a responsible statesman."

From one end of the country to the other conservative, dignified editors protest, because, as the Louisville *Courier-Journal* whimsically expresses it, instead of a sensational act by that famous international team Laval and Hoover—"the majestic notes of the overture died away, the lights went down, the curtain rose—and there was Senator Borah bowing in the spotlight!"

So much for the rage and the catcalls of derision. The paeans of praise are no less resonant. Mr. Hearst's enthusiastic and "isolationist" *American* suggests that Borah should be our next President. The historian, James T. Shotwell, of Columbia, says the celebrated interview was a venture in "that experimentation in public diplomacy which has been characteristic of so much of our recent negotiations."

SEASONED observers of the diplomatic and international horizons fail to register surprize or shock. Both David Lawrence in his Washington letter, and Walter Lippmann of the New York *Herald Tribune*, feel that Senator Borah has done a distinct service in expressing to Europe a growing public opinion in this country. Writing from Washington to the Boston *Evening Transcript*, Oliver McKee, Jr., attempts to estimate the potential effects of this sensationally publicized interview:

"Borah's frank statement, relayed as it has been to all the newspapers of France, may help to convince the French people that the United States can not undertake any political commitments with France such as a security pact.

"The Senate is always there to act as a brake upon the Executive in its international dealings: and that, after all, is the main function of Borah.

"He has enormous power to stay the Executive's hand in the conduct of foreign relations, even tho he has little opportunity to initiate anything. His power is that of an obstructionist."

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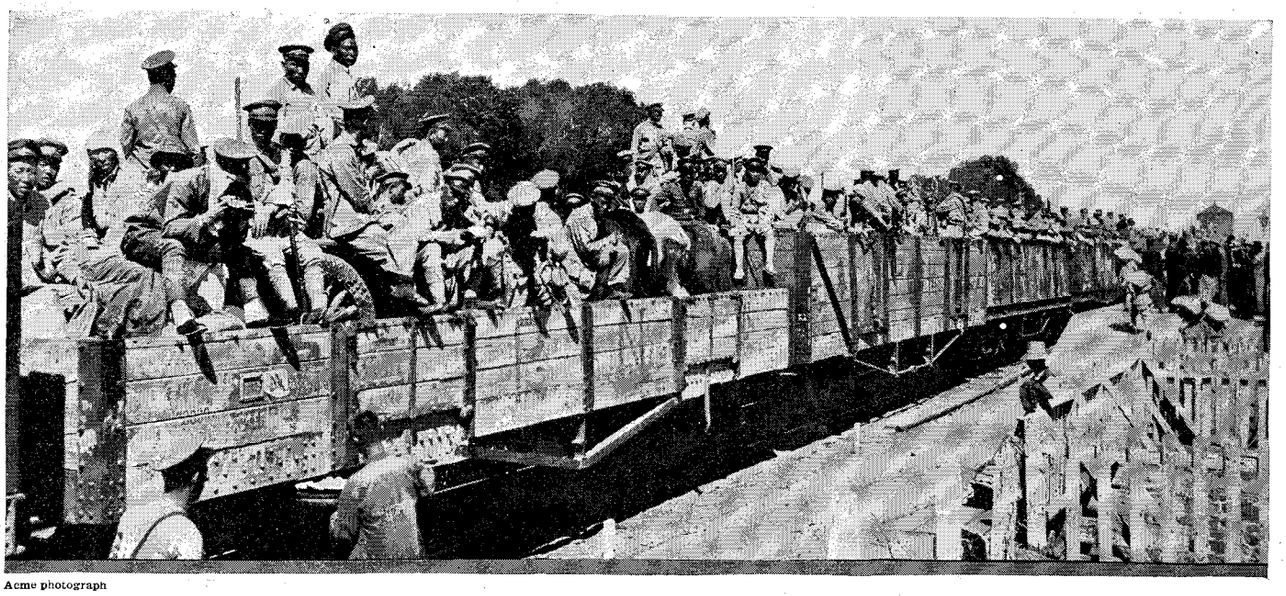

Acme photograph

Farewell to Mukden—Chinese Troops Riding Out of Manchuria's Capital Before the Japanese Enter

The Manchurian Triangle of Trouble

THE GREAT WALL that comes down to the sea at Shanhaikwan was of no avail to shut out trouble coming to China from Manchuria.

And, indeed, neither walls nor seas nor agreements nor treaties can keep the Manchurian problem from troubling the whole world, while the Council of the League of Nations deliberates over the near-war between China and Japan for weeks on end, and then adjourns, hoping for a settlement by November 16.

On that date the Council will meet again expecting, or at least hoping, that in obedience to its recommendation the Japanese will have withdrawn their troops from the rest of Manchuria to the lines of the South Manchuria railroad, and that China will have given Japan such guaranties as to hasten withdrawal.

But whatever way out is found from the immediate difficulty, well-informed press-writers think it extremely doubtful whether the question will be finally settled in our time.

Manchuria presents one of those tragic triangles so perilous to peace, whether domestic or international. The three sides, remarks Henry W. Harris in the Boston *Globe*, are China, Russia, and Japan. Russia, "short of a world war," will still control its vital rail line, the Chinese Eastern, across northern Manchuria; "Japan will run the rest of the province, drawing the necessary raw materials from a country she can not colonize"; and China will remain nominally owner of a land it is too weak to govern, but which is rapidly filling up with Chinese colonists.

To show how far apart were Japan and China when the League Council adjourned on October 24, attention may be briefly called to certain documents. An official statement sent out from Tokyo insists that "the whole Manchurian affair was occasioned solely by a violent and provocative attack launched by the Chinese Army on the railway zone. Certain small contingents of Japanese soldiers still remaining at a few points outside that zone are insistently demanded by the danger to which a large population of Japanese in that region are exposed in life and property." Attention is called to the fact that Japan has more than once offered to negotiate directly with China on the basis of these principles (often spoken of as Japan's five points):

"1. Mutual repudiation of aggressive policy and conduct.
"2. Respect for China's territorial integrity.
"3. Complete suppression of all organized movements interfering with freedom of trade and stirring up international hatred.
"4. Effective protection throughout Manchuria of all peaceful pursuits undertaken by Japanese subjects.
"5. Respect for treaty rights of Japan in Manchuria."

China's counter-proposals have been outlined thus by the Chinese representative at Geneva:

"First—No negotiations until the Japanese troops are withdrawn.
"Second—A neutral investigation during and after the withdrawal.
"Third—Reparations for the damage committed.
"Fourth—Establishment of a permanent board of arbitration and conciliation between China and Japan."

WHILE the debate has gone on between the Chinese and the Japanese, there has been much editorial sympathy shown by our press for the Chinese. As the Troy *Record* puts it: "Japan apparently thinks it is perfectly all right to enter a home as a guest and then lay its plans to steal the silver."

And we read in an article by Mauritz A. Hallgren in *The Nation:*

"It now appears that the militarists have forced a moderate Japanese Government, perhaps against its own inclinations, to support them in yet another attempt to annex the rich and strategically important Three Eastern Provinces."

But of late there have been many editorial suggestions that Japan really has a case. As the Utica *Press* remarks:

"Japan has been at pains to conciliate the Chinese in the teeth of repeated boycotts, in spite of the incessant turmoil caused by the struggles of Chinese war-lords for supremacy, and the resulting disregard of the rights and safety of Japanese nationals by these irresponsible dictators and tyrants."

THE New York *Daily News* is imprest by the way Japan has been making Manchuria a safe place for the Chinese colonizers, who have been coming in at the rate of something like a million a year. Mr. Hikoichi Motoyama, one of the leading newspaper publishers of Japan, in a statement for our Scripps-Howard papers, declares that to-day, after twenty years of Japanese influence in Manchuria, it is "the only truly sanitary, prosperous and civilized region in China." The Japanese Minister of Finance thus explains what Japan is doing with her troops along the line of the South Manchuria Railway:

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"By a treaty with Russia, duly recognized and adopted by China, Japan administers this railway zone, polices it, and protects it much as United States police protect the Panama Canal Zone."

THERE can not be any war between China and Japan, writes a correspondent to the editor of the New York *Herald Tribune*, for China is not really a nation, but "rather, as one French writer put it, a state of mind." Editorially *The Herald Tribune* sums up as follows the attitude of China and Japan at Geneva:

"China had one objective, and one only, in appealing to American sympathy and for League intervention.

"Her one purpose, cherished for sixteen years, was to bring before the court of world opinion the whole body of treaties and agreements which give Japan special economic and political privileges in Manchuria.

"She wanted them reviewed, measured by the yardstick of abstract territorial right, pronounced the fruit of *force majeure*, and internationally disapproved.

"These treaties keep Manchuria open to Japanese development and to world trade. They close Manchuria to civil war and such official exploitation of industry and communications as go with unshackled Chinese sovereignty elsewhere. China's peculiar forms of coercion—agitation and boycott—were designed to force Japan to consider treaty revision at this juncture.

"Japan went to Geneva determined that her Manchurian treaties should be scrutinized by no one but China and herself.

"Her occupation of Chinese territory was a disciplinary measure taken to force from China an unequivocal declaration of respect for those treaties. To have agreed to an evacuation without having first elicited from China such a declaration, or without having first elicited from the League formal recognition of the validity of her Manchurian treaties, would have meant for Japan such a loss of prestige in the East as would have jeopardized her whole strategic and economic establishment in South Manchuria. This establishment every Japanese, liberal or conservative, considers essential to Japan's survival as a first-class Power."

THE whole story of the Manchurian problem is given by George E. Sokolsky, former editor of *The Far Eastern Review*, in the New York *Times*. Mr. Sokolsky says in substance:

"Prior to 1895 Manchuria was a sparsely settled, little-known land, some 380,000 square miles, the property of the then reigning Ching family, rulers of China."

Then Japan fought a war with China over Korea and at the end would have taken not only Korea but also the Liaotung Peninsula in South Manchuria if Russia and other European Powers had not intervened.

Russia built the Chinese Eastern Railway through Manchuria, with a branch to the south, and finally occupied the Liaotung Peninsula.

Russo-Chinese-Japanese bickering in Manchuria brought about the Russo-Japanese War, as a result of which Russia's lease of the Liaotung Peninsula (including Port Arthur and Dairen) was turned over to Japan, with Chinese consent, as was also the south Manchurian branch of the Chinese Eastern Railway, now known as the South Manchuria Railway.

Thus Japan acquired an area of 1,400 square miles, a railroad nearly 700 miles long, and two important seaports. Japan now devoted herself to the strategic and economic development of Manchuria. Here she was most successful, but Japanese colonization is a failure.

On the other hand, Chinese immigration increased by leaps and bounds.

"The paradox of the situation is that the more Japan does for Manchuria the more Chinese the country becomes."

China is now building additional railroads in Manchuria, some of which conflict with treaty provisions, and are a cause of irritation.

From the strategic side Japan considers Manchuria her first line of defense against China and Russia. And China considers the country her first line of defense against both Japan and Russia.

So here is the triangle again, Manchuria being "a corridor for the movement of troops among three countries."

"To insure her position in Manchuria, on May 25, 1915, Japan issued the twenty-one demands which were incorporated into treaties signed by Chinese and Japanese officials, and dealing with South Manchuria and Eastern Inner Mongolia. In accordance with these treaties Japan's leases in South Manchuria were extended to ninety-nine years, and Japanese subjects were permitted to lease land for agricultural and commercial purposes.

"Public opinion in China has never recognized the validity of the twenty-one demands. Altho duly signed, the 1915 treaties are regarded as having been imposed on China by force.

"There seems to be no basis for compromise. Japanese public opinion is insistent that the Manchurian rights of Japan, as appearing in the treaties, shall be defended to the last ditch; Chinese public opinion is equally intent that China shall never recognize the twenty-one demands as binding upon the country."

International Newsreel photograph

They Didn't Have Time to Change Their Clothes

So hastily did the Japanese population leave Harbin for the safety of the Japanese-protected South Manchuria Railway zone that many of these women appeared in their house gowns on the Changchun station platform.

International Newsreel photograph

Spoils of Manchurian "Warfare"

Thousands of captured Chinese guns being inspected by the Japanese.

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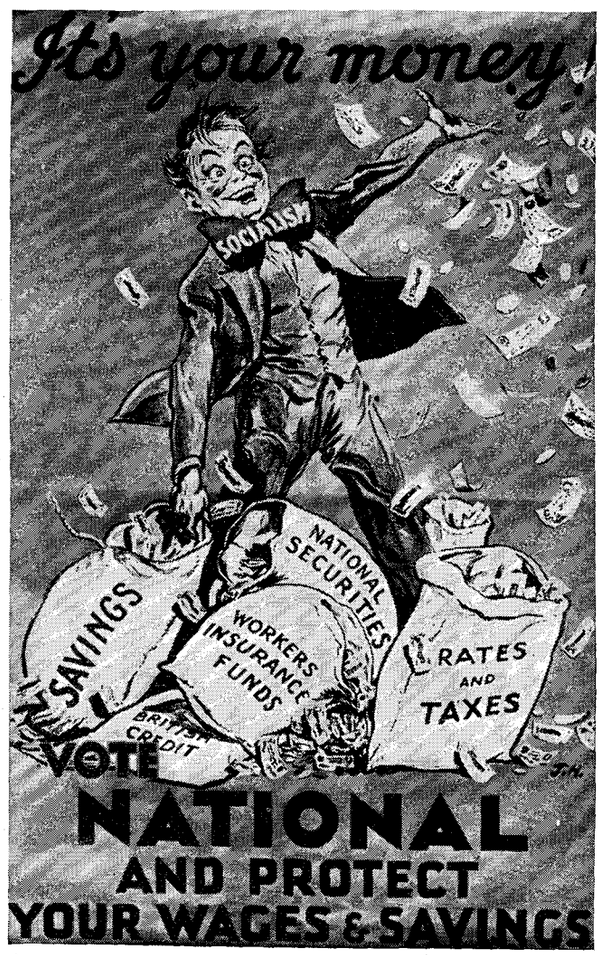
Britain's Smashing Defeat of Socialism

IT IS A REVOLUTION in Great Britain.

The Labor party is swept from power, most of its leaders are returned to private life.

Next Tuesday King George formally opens a new Parliament in which the Nationalist Government will have practically no opposition, and the Conservatives alone will have a comfortable majority in their own right.

A landslide that takes on the dimensions of a revolution—but, as a London correspondent of the New York *Times* points



Acme

One of the Winning Posters

The National Government made effective use of posters such as this in its preelection campaign.

out, "it is a revolution to the Right, not to the Left, where revolutions are supposed to carry the people."

"Capitalism administered a crushing defeat to Socialism," is the way another correspondent puts it. Britain's 30,000,000 voters, from the woman centenarian casting her first vote in London to five-year-old Ernest Motherwell who qualified to vote in Belfast, displayed an amazing interest in the election.

Not even the "pea-soup" fog, which darkened London and much of England, on election day, kept the people from the polls, tho bell-ringers went out to guide voters through the fog, and arrows were chalked across London playgrounds. A temporary break-through of the sun was seized on by several afternoon papers as a sign that the fog of Socialism was being dispelled by the sunshine of the National Government.

From his sick-bed, Arthur Henderson, the defeated leader of the opposition Labor party, said that the results indicate "what always happens to Britain in a crisis—we go Conservative."

Most of the Labor party leaders were defeated. Ramsay MacDonald was reelected after a bitter fight in his constituency. Stanley Baldwin was reelected without opposition, and David Lloyd George was returned by the voters of Carnarvon, tho he is now a man without a party. The two remaining groups of Liberals, led respectively by Sir John Simon and Herbert Samuel, will cooperate with the National Government.

The election was described by the London *Times* as "a contest between Democrat and demagogs." Lady Astor, who received the biggest vote in her political career, attributed the result to the fact that the people "used their common sense." J. H. Thomas, one of the Labor Cabinet members who stuck with MacDonald, says that it is now shown that Britain has "no room for politicians who run away from their jobs."

The election, says a United Press correspondent, "was an astounding personal victory for MacDonald, the war-time pacifist and outcast, who led the Labor party to the rule of the country and deserted it for what he deemed the country's good." Incidentally, millions of voters endorsed the National Government in a spirit of "patriotic self-sacrifice," since its drastic economies brought about cuts in their pay which they could ill-afford. The cut in the dole, incidentally, was seemingly approved by a practically two-to-one popular vote.

The reasons for Labor's collapse and the National Government's victory are easy to find, in the opinion of Harold E. Scarborough, London correspondent of the New York *Herald Tribune:*

"They arise from obvious causes: the combination of the Conservatives and Liberals in hundreds of divisions, the disillusionment on the part of hundreds of thousands of voters with Labor's record in office, bewilderment over the split in the Labor party which accompanied the resignation of the Labor Cabinet, and apparent belief in the propaganda of the National Government about the necessity of saving the pound and impressing foreign opinion."

FOR the time being, with both the free-trade Liberals and the Laborites annihilated, "Great Britain will find herself with only one party," says Charles A. Selden in a New York *Times* dispatch. He continues:

"Virtually the entire country has turned toward reaction and protection.

"So great has the movement been that no resentment over cuts in unemployment insurance and other economies, and no sense of being deserted by former leaders, has had the slightest effect to prevent the about-face of the nation.

"Propaganda against foreign bankers has been futile.

"Radicalism has not shown its head at all. The Left Wing Laborites, like their moderate party leaders, were all defeated.

"The Manchester free-trade school has gone out of business, and from now on the country is to be ruled from Birmingham's citadel of high protection.

"There is an end for the present of Socialism. Its first opportunity for resurrection will come when the Conservatives lose their heads from intoxication at having everything their own way."

Twice has a Labor Government been formed in England, largely by reason of prevailing national discontent. But this time, "discontent operated against a government of the discontented," reflects *The Times* editorially:

"It was charged with an abject failure in office.

"The large and lavish promises which it made two years ago remain as little more than so much blank paper.

"On top of all, there was a deep feeling of disappointment, or outright resentment, when the Labor Government confessed itself six weeks ago unable to deal with the crisis which its own measures had at least partially created, and ran away. As the English say, it 'funked' when the issue was sharply thrust upon a Labor Cabinet, which first disagreed, and then resigned.

"From that moment the fate of the Labor party in the general election was written in the stars."

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Trouble Brewing Over the Luxury Tax

ONE OF THE HOTTEST FIGHTS at the now rapidly approaching session of Congress is expected to rage around a proposal for a selective sales tax.

Somehow, somewhere, Uncle Sam must scrape up nearly two billion dollars, for with a deficit of $600,000,000 at the end of the first third of the fiscal year, the shortage is expected to near that huge figure before the year ends.

And the selective sales tax is being advanced as the most logical method of raising most of the millions needed. The clash in Congress will be between those who advocate this method and those who insist upon raising the money by increasing Federal income and inheritance taxes.

The sales tax as planned, say the Washington correspondents, would affect those articles "usually classed as luxuries," such as automobiles, radios, and cigarets, but not necessities.

"The main principle would be to levy sales taxes so that consumption of the particular commodity taxed would not be reduced, and so that no great burden would be placed on the ultimate consumer," one Washington official said, as quoted by the Chicago *Tribune* correspondent. And he added:

"'A general sales tax would be unsatisfactory since it would apply to such commodities as foods, fuels, clothing, and others.

"'Nor would it be good policy to levy too high a tax on any product since that, through depressing the consumption, would result in little revenue.'

"It was suggested as an example that there might be a half-cent tax on cartons of matches. Officials said that the production cost of matches is so low that the tax might be absorbed by the manufacturer without increasing the cost to the consumer.

"The general belief prevailed that the tax would be returned by the manufacturer. Officials said that this would provide a more economical method of collection for the Federal Government than to tax each retail sale, and that it also would be more convenient to the consumer.

"The question of resumption of the tax on motion-picture admissions is being studied, it was said.

"Treasury officials held also that the automobiles and the bus are logical subjects for taxation. It was admitted, however, that the opposition in Congress to such a tax might kill it."

BUT the interests which would be hit by such levies are promptly starting campaigns to sidetrack the legislation. "The first of these campaigns," writes Franklyn Waltman, Jr., in the Baltimore *Sun*, "opened when the American Automobile Association, on behalf of the automobile industry, served notice to the Hoover Administration it would resist any movement to restore the excise tax on motor-cars, trucks, or buses, as well as the imposition of a Federal gasoline tax."

Editors sharply differ on the selective sales tax. A third school argues that we should adopt both this impost and increases in income and inheritance taxes.

"Taxing luxuries," says the Syracuse *Post-Standard*, "is always one of the most acceptable forms of taxation. It is nothing new; it has been often tried, by this country as well as others, when there was an emergency need of funds, such as the Government now faces." And "luxury buyers, by their own act," it adds, "put a tag upon themselves that declares them best able to carry an extra tax burden."

Strongly advocating the selective sales tax, the Hearst press points out that "vast increases in the already high rates on personal and corporation taxes would serve only to deepen the depression." Furthermore, says the New York *American:*

"Those who are talking higher rates are delving into the realms of fantastic theory, because it is impossible to tax non-existent profits, on which the income tax is based."

With this view, however, the Washington *News*, of the Scripps-Howard press, disagrees. It would increase taxes on the wealthy and also adopt the selective sales tax:

"The judgment of the economists and tax experts is against the Administration to-day in its opposition to increased surtaxes, gift tax, and death duties, just as the judgment of the experts was against the Administration when it cut taxes at the height of prosperity and thus paved the way for the present dangerous deficits.

"There is a simple test. Try the higher surtax!

"If Mellon is correct and it produces no more revenue, nothing will be lost. But much will be gained if it does bring in more revenue.

"Yes, Fine—Now Check Up on the Sales!"

—Alley in the Memphis "Commercial Appeal."

"Certainly, no one will deny the justice of the surtax, which would apportion the increased burden on the basis of the citizen's ability to pay. Indeed that ability-to-pay standard was the basis upon which Mellon settled the war debts due us from European nations.

"Mellon is wise, however, in turning to the luxury sales tax to supplement the present or possible increased surtaxes and death duties.

"However unjust and unscientific the sales tax may be under normal conditions, it now seems to be a necessity."

BUT other papers will have none of the selective sales tax. Speaking for this group, the Cincinnati *Enquirer* declares that it "deserves the severest condemnation," for—

"It is the subversive scheme of a political group to extract larger revenues from the people, without their realizing it until a Presidential election is over. The articles to be taxed are not 'luxuries,' and the incidence of the tax would be most inequitable.

"The proposal now in formation is for a levy on matches, radios, motor-cars, and, possibly, gasoline. If these can be called luxuries, then clothing and food also are luxuries.

"Such a tax would be harmful in several ways.

"It would deprive the States of their most promising sources of future revenue, especially in the case of gasoline, now being worked to death as a tax-base in many States. And it would throw the great burden of new taxation upon persons of small or moderate income, whose purchasing power is most necessary to business recovery."

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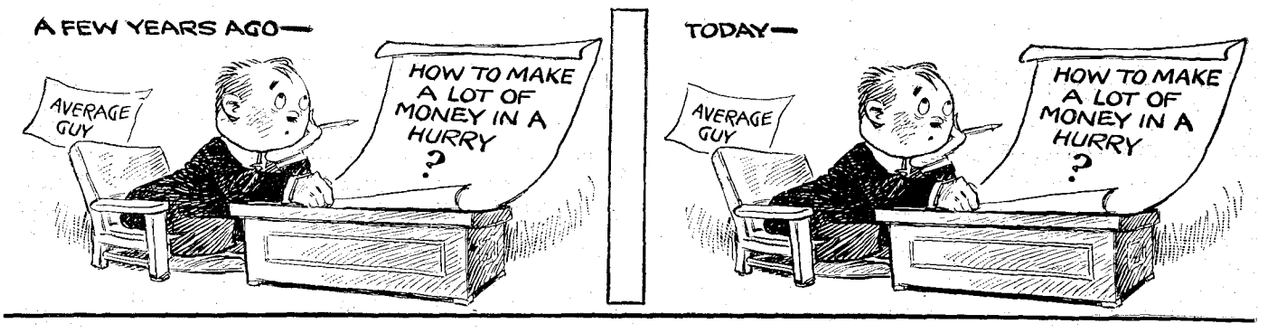

Financial Summary

—Herblock in the Chicago "Daily News."

TOPICS IN BRIEF

IT takes hard work to make easy living.—*Hubbard (Ore.) Enterprise.*

IT seems that Al Capone began life at the bottom and went down.—*Toledo Blade.*

BUSINESS will improve soon, if only to escape the remedies offered.—*Canton Repository.*

ANYWAY, England's dole is the smallest rake-off ever demanded by a ruling class.—*Spartanburg Herald.*

ALTHO Dr. Butler says this is a different kind of depression, its novelty offers no charm.—*Weston (Ore.) Leader.*

A LOT of people thought it was Capone on trial, but it was America on trial.—*American Lumberman (Chicago).*

STOCKS are to-day where you wished you could have bought them three years ago.—*Greensboro (Ga.) Herald-Journal.*

AH, well. They say Providence raises up a great leader in every crisis, so apparently this isn't one.—*Harrisburg News.*

YOU can tell when an industry is losing money. Its leaders begin to believe in government ownership.—*Oil City Derrick.*

AND if you make a better mouse-trap, people representing a worthy cause will make a beaten path to your door.—*Paterson News.*

INDICATIONS are that the next Congress will be evenly balanced, but this doesn't refer to its mental state.—*Pottsville Journal.*

YOU see, by saving all you earn you will have money to share with the fellow thrown out of work by your saving.—*Publishers Syndicate.*

THE disastrous orgy of gambling taught America such a lesson that everybody is determined to get out earlier next time. —*Easton Express.*

OUR rivals are insects, says an eminent entomologist. Of course, but it's darned hard to make the girl of your dreams realize it.—*Boston Herald.*

ACCORDING to the latest figures, beer would solve the unemployment problem by finding jobs for 45,000 men and laying off 300,000 bootleggers.—*Buffalo News.*

A CHINESE statesman asserts that American development of China would prevent monopoly and exploitation. Just as it has in the United States.—*San Diego Union.*

JAPAN'S action in objecting to Uncle Sam participating in a conference is encouraging. It shows that Japan doesn't intend to request a loan.—*Greensboro Herald-Journal.*

IT must have been a bitter blow to Europe when they heard that the purpose of this new billion-dollar credit corporation is to lend money to Americans.—*Fort Myers (Fla.) News-Press.*

A NATIVE Hindu, we read the other day, saved himself in a Ganges flood by hanging to the tail of a tiger. Mr. Franklin D. Roosevelt, however, has not yet convinced himself of the value of this sort of emergency measure.—*Boston Herald.*

PROOF-READERS are for peace between China and Japan.—*Toledo Blade.*

A WORM-DRIVEN car is one that has a back-seat driver.—*Thomaston (Ga.) Times.*

VANDALS are people who rob an ancient grave before archeologists get around to it.—*Jersey City Journal.*

IT was a good idea to stop short selling. Now if people would only stop short buying.—*Youngstown Vindicator.*

SOME of those who press their divorce suits ought to take them first to the cleaner.—*Norfolk Virginian-Pilot.*

AN advertisement offers barometers at reduced prices. Personally we'd sooner see them go up.—*Punch (London).*

IF prisoners keep on trying to break out, maybe it would be a good idea to let them read the papers.—*Elizabeth Journal.*

YET if labor in any other land now earned 35 billion a year, the natives would call it a boom.—*Colorado Springs Gazette.*

CHINA shouldn't be expected to protect Japanese nationals when she doesn't even protect her own.—*Weston Leader.*

IT seems that a number of people who went into business on the ground floor are now in the subcellar.—*Thomaston Times.*

THERE is enough honesty in America to make an end of crime. The trouble is that the wrong people have it.—*Lancaster New Era.*

WE have no desire to be Governor or Lieutenant-Governor of Louisiana, but we'd like to be the notary public.—*Fort Myers News-Press.*

"MAN," asserts a Western Senator, "comes first, and then the machine." And a little later, we suppose, the ambulance. —*Boston Herald.*

"MERCHANTS visit Mammoth Cave." The postman takes a walk on his day off, and merchants on vacation go in the hole. —*New York World-Telegram.*

WE understand the Philippines stand a good chance of gaining their freedom. It certainly would make us mad if they got their independence before we did.—*Judge.*

A COLLEGE professor states that civilization is under construction. And at the present time we seem to be passing over one of its worst detours.—*Thomaston Times.*

MR. HOOVER is endeavoring to make peace in Manchuria. This will give him good practise for the job he'll have on his hands when Congress convenes.—*San Diego Union.*

"IT is grossly unfair," says a Labor man, "that one American should leave over a million by his will." It is only fair to point out that he didn't really want to leave it.—*Punch.*

CIRCUS clowns in Russia will be required hereafter to work political themes into their performances. This would be comparatively easy for the American clown, who generally goes about with his features plastered in whitewash.—*Detroit News.*

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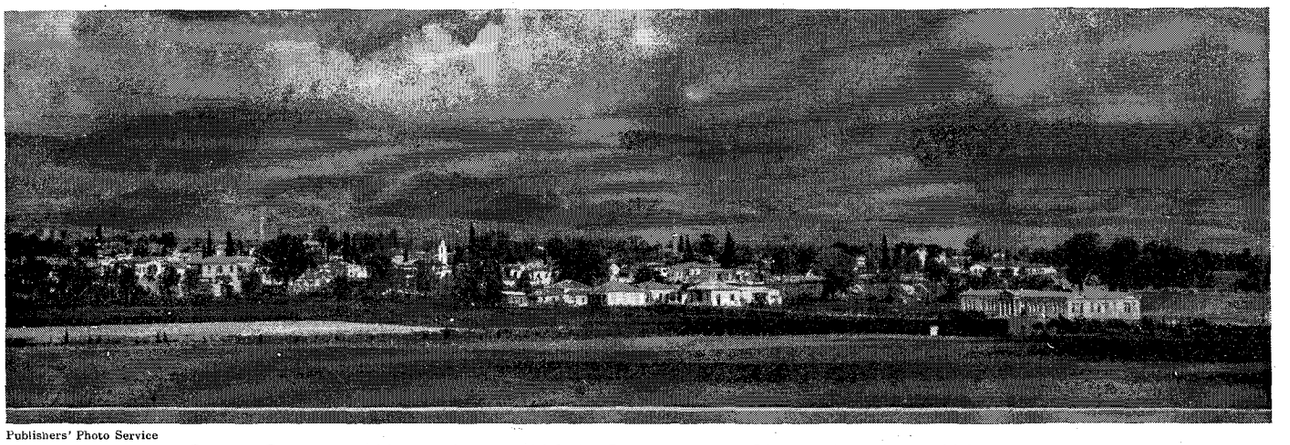


Publishers' Photo Service

Greek Cypriotes Want Union With Greece, but Greece Does not Want Cyprus

Cyprus Riots for Union With Greece

MOB RULE HAS BEEN GRIPPING Cyprus, British Crown island colony in the Mediterranean.

The outbreak came at dusk October 21, after weeks of dispute over the tariff.

At Nicosia, the capital, press dispatches inform us, several legislators led a mob to the Government House, to demand union with Greece. Then the mob burned the Government House to the ground.

While the spirit of revolt spread to every town and village in the island, a detachment of Royal Welsh fusileers sped during the night by motor-lorry from their summer station on Mount Troodos down fifty miles of steep, zigzag roads.

Fusileers were sent to Famagusta, where women and children were evacuated to ships in the harbor. Rioting crowds roamed the streets in that city, and the authorities were anxious about the rumblings of uprising at Paphos, where, according to mythology, Aphrodite, the Goddess of Love, was born of sea-foam.

Meanwhile the military and naval power of the British Empire at Cairo was hastening to quell the revolt in this ancient Mediterranean island, over which Alexander the Great squabbled with an Egyptian Ptolemy, and where St. Paul, St. Mark, and St. Barnabas preached early Christianity. For one day most of the island is reported in Associated Press dispatches to have been in control of the revolters, who are demanding union with Greece, which aided Cyprus in the struggle against Alexander two thousand-odd years ago.

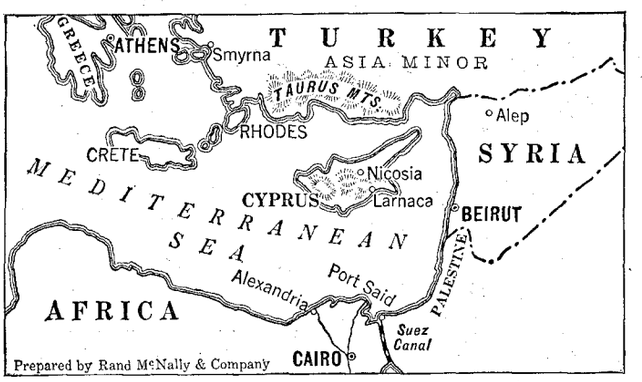
The revolutionaries seized motor-trucks carrying rations for British soldiers at Limasol, the ancient town where Richard the Lionhearted married Berengaria of Navarre in 1191. The mob then overpowered the police and burned the district commissioner's house.

The outbreak began apparently at Limasol, when a fiery cross, symbolizing revolt, was raised there at a mass meeting by the Greek Orthodox Bishop of Larnaka.

According to the Limasol correspondent of the Athens *Hestia*, the cross was carried later to other parts of the island to spread the flames of rebellion.

The Bishop led a procession through the streets, this informant relates, and the raging marchers shouted anti-British slogans. Church bells rang, and there were yells of "Up with the Union!" far into the night.

And all the while the outbreaks continued in various parts, British troops were hurrying by sea and air to Cyprus. Two cruisers and two destroyers with more than 1,400 men and officers sailed from Crete, and soldiers were landed on the island by airplanes.



Cyprus in the News Again

Some previous items are that Aphrodite was born from sea-foam off this island. It helped Greece against Alexander two thousand-odd years ago. Here St. Paul, St. Mark, and St. Barnabas preached early Christianity. Here, on October 21, the Greek Orthodox Bishop of Larnaka raised a fiery cross symbolizing revolt against the British.

Responding to an urgent request from Gov. Sir Ronald Storrs, four bombing airplanes arrived from Egypt, supplementing seven already on the scene. They will be used to combat recalcitrant Cypriotes in case they begin guerrilla warfare from the hills. Eight planes circled over Nicosia, Famagusta, Larnaka, Limasol, and Paphos in a show of force.

To all this defiance and destructiveness of the rioters for union with Greece, comes the terse statement of Foreign Minister Michalacopoulos of Greece, with the shock of anti-climax:

"Any differences between the island people and the British Government can in no circumstance create a conflict between Great Britain and Greece.

"The Hellenic Government never has encouraged the manifestations of the islanders, and nothing can induce the Hellenic Government to depart from the line of conduct to which it always has held."

WITH the Bishop, leader of the uprising, in jail at Nicosia, and another prominent agitator in favor of union with Greece, the Greek Consul-General, sent back home at the request of Great Britain, an end of the disturbances is in sight, for the present at least. The next development was the gathering of a great crowd at the salt lake near Limasol, Larnaka press cables inform us, to emulate Mahatma Gandhi's tactics by making salt, which, as in

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India, is a government monopoly. Six days after the beginning of the trouble, the Governor of Cyprus informed the Colonial Office at London that the casualties to date had totaled four civilians killed, thirty-one wounded, and thirty-five police injured.

Crisply outspoken, the Manchester *Guardian*, alone among English newspapers, declares of Cyprus that "there is no Crown Colony in which the moral case for British occupation is weaker." In an editorial cabled to THE LITERARY DIGEST, this famous Liberal daily continues:

"Four-fifths of the people of Cyprus are Greeks by birth or religion, or both.

"Ever since Disraeli in one of his more imprudent ventures brought them under British rule fifty years ago they have been pleading either for a union with Greece or, failing that, self-government. Up to the outbreak of the war Cyprus was leased to this country by Turkey. During the war it was agreed with France that this country would never cede Cyprus to a third Power, nor even enter into negotiations for that purpose without the previous consent of the French Government.

"This disastrous concession to French fears and French interests in Syria has hung like a millstone around our necks ever since. France has remained adamant against Greek Cyprus."

So independence has been left as the sole possibility, but only minor concessions have been made, and *The Guardian* goes on:

"As a consequence the Cypriot nationalists have reverted to the demand which our unhappy agreement with France makes impossible to satisfy.

"It is a fact which the Colonial Office will have to face; their aspirations will have to be satisfied some day. That Hellenistic sentiment which remained constant for half a century is not likely to melt away under even the most benevolent despotism."

Very different is the view of other editorials cabled to THE LITERARY DIGEST from English newspapers. The London *Sunday Observer* calls the Cyprus outbreaks "a bizarre alliance of clericalism and crime." Says the London *Daily Telegraph:*

"Two other countries, Greece and France, whose interests in that part of the Mediterranean led them to watch developments, rely implicitly on the ability of Britain to maintain peace, prosperity, and security in Cyprus."

The London *Morning Post* assures us:

"Britain has ruled Cyprus solely in the interests of the islanders themselves; she has respected their language and customs, and has insured the liberty of the subjects, which is the common heritage of all members of the British Empire.

"She also has held even the balance between the Greeks, who constitute four-fifths of the population, and the Turks, who comprise the remainder. The islanders will be well-advised to rest content with the good fortune they have enjoyed since Britain rescued them from the oppression of the Sultans."

Rome advices to THE LITERARY DIGEST note that the Italian newspapers were requested not to talk much about the happenings in Cyprus, "obviously as an act of friendship to England." But in Greece editors "have their say." First, *The Acropolis:*

"We repudiate Venizelos's attitude of indifference toward the Cypriote struggle. Venizelos can not suffocate the national human feeling for the success of the Cypriotes' struggle to shake off the British yoke. Venizelos's servile pro-British attitude has deeply wounded the national soul."

A government morning organ, *Elefteron Vima*, remarks:

"Altho we can not forget the friendly bonds with Britain and disobey the governmental attitude, we whole-heartedly wish for the full success of the Cypriote struggle for independence."

Of similar mind is a government afternoon daily, *Ethnos:*

"Altho we realize that under the circumstances the governmental policy can not encourage the Cypriotes, we sympathize with the struggle of our co-nationals for liberty. The Cypriotes' insurrection was due to the British ill-treating them worse than they treat the Negroes and other inferior peoples."

White Cause of Yellow Misery

PICTURESQUE CATASTROPHES like the Hankow flood, or the Japanese earthquake, incline the public to grow sentimental. But far more suffering in Asia is produced by less spectacular causes, declares Feng-Shui, a contributor on Asiatic topics to the Australian Sydney *Bulletin.*

He blames the West for forcing its economic system on Asia before the West had conquered this system itself. The machine the European invented is still riding on his back, instead of the European riding on the back of the machine. Yet, this writer points out, the European "had no compunction about introducing his Frankenstein monster to the Oriental." Feng-Shui adds:

"The Oriental is not a conservative, contrary to popular opinion. He took to European machinery like a crocodile to water.

"Factories arose in all the treaty ports, and spread outside them. Joint-stock companies, without a body to kick or a soul to save, Western banking and credit systems, mass production, and all the rest were unloaded on the unsuspecting yellow man.

"The first thing that happened was that the village industries collapsed, the gilds, the societies (miscalled secret) which represented the Asiatic idea of trades-unions, and other natural features of the social landscape were blown to perdition.

"The family system, which had endured for thousands of years the shock of civil war, the fall of dynasties, flood, famine, and pestilence, disintegrated, as sons and daughters left the household hearth to earn the not-excessive wages offered by the foreigner.

"Horrible industrial suburbs began to cluster round the factories. Chinese trades-unionists began to feel the batons of British policemen as well as the bayonets of Chinese soldiers.

"Communism recognized conditions that were familiar and began to rear its head; and all the impressive paraphernalia of compulsory arbitration, collective bargaining, and the rest of the phenomena of the age-long struggle between Capital and Labor became as commonplace in Asia as elsewhere.

"Asiatic industry, watered by European and American capital, grew apace, however, and now Chinese and Japanese cotton goods are threatening the products of Lancashire even in India. So Asia was all in trim to receive its issue of the world depression. Overproduction necessitated foreign markets, and these were closed by prohibitive tariffs."

Germany's Case at The Disarmament Talk

GERMANY'S pitiable plight will be shown as an open wound at the Disarmament Conference next February.

Facts and figures will be exposed to prove how the Reich has been turned into a "land without natural boundaries" and "without strategical safety." The encirclement of their country by four military Powers will be made clear by the envoys from Germany, declares the *Koelnische Zeitung.*

These four Powers, allied through military treaties, are France, Poland, Belgium, and Czecho-Slovakia. Bitterly this daily regards them, and tells us that they were not satisfied "with the first partition of Germany," and it argues:

"The aims of French Jingoism are still directed against the Rhineland. The aims of Poland are directed against Danzig, East Prussia, and Upper Silesia. The Czechs dream of the Slav Upper Lausitz. France has the world's greatest Army.

"In the event of a war, Germany's military strength will not equal that of Poland or that of the Czechs."

The French, says the *Hamburger Nachrichten*, are going to the conference—"if they have to go"—with disarmament on their lips and armament in their heart. This Hamburg daily continues:

"The truth regarding the 'disarmament' proposed by the French Government is simple. In the Versailles dictatorship disarmament is prescribed for Germany and her sometime Allies. This disarmament must continue under any and all circumstances.

"France and her Allies are obligated merely to reduce their armaments to the lowest level consistent with 'national safety.' France insists that she has already reduced her armaments to this extent."

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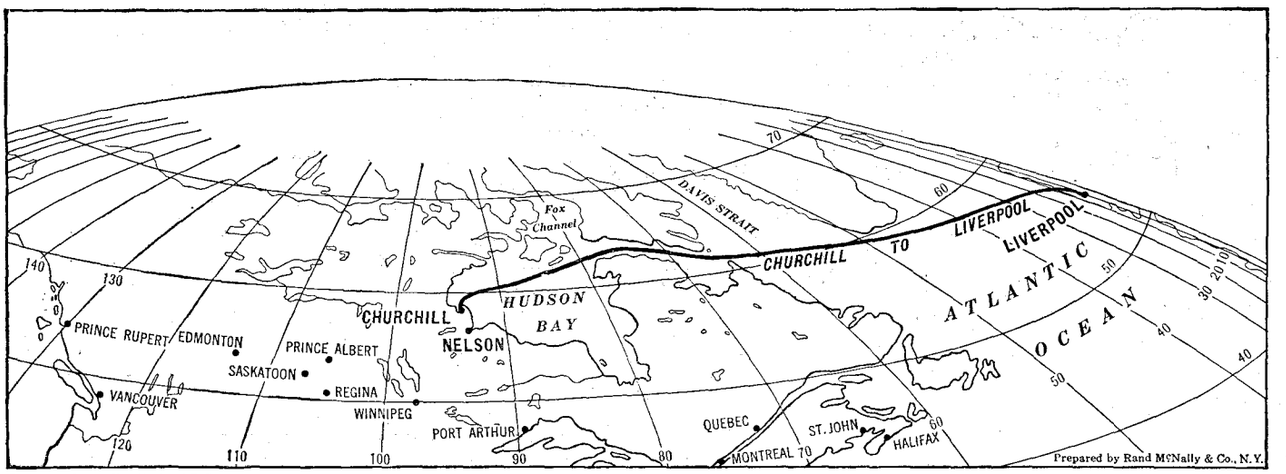

Courtesy of Canadian National Railways. Adapted from an illustration in *The Scientific American*

Canada Slashes Mileage to Europe

Churchill, Manitoba, Canada's newest ocean port, is 1,000 miles nearer Europe for Canadian wheat shipments. Churchill taps the entire Canadian Northwest, as the map shows, and the building of the railroad and the port is a $50,000,000 enterprise.

Canada a Thousand Miles Nearer Europe

WESTERN CANADA'S FIFTY-YEAR DREAM of a new trade-route for its products to Britain and the Continent is realized at last.

With every light agleam and her whistle blowing hoarsely, the steamer *Farnworth* wrote maritime history on October 4 as she slid slowly into her berth at Victoria Dock, London, loaded with 277,000 bushels of Number 2 Northern Wheat.

Thousands of other vessels have carried similar cargoes to England, notes a Canadian press cable from London, but the *Farnworth*, just sixteen days earlier, had sailed from Churchill, Manitoba, Canada's newest ocean port.

She had made a fast, safe trip through what for years had been thought to be the "frozen North." She had safely negotiated the Hudson Straits and the North Atlantic. And then this Canadian press correspondent points to the great objective of Canada's $50,000,000 enterprise—she had brought the grain-growing areas of the Canadian prairies 1,000 miles closer to the British market.

Slipping up the broad Thames, ahead of time, the *Farnworth* beat the official welcome by many hours. As fussy little tugs pulled her here and there, we are told, only sailors on vessels already docked realized that before them was opening a new chapter of communication between Canada and the Mother Country.

But amid the enthusiasm exprest in the Canadian and British press, there is a chilling reminder here and there that Canada must get a return on the $50,000,000 invested in the Churchill port project, and "all Canada is awaiting the outcome."

The two ships, *Farnworth* and her sister *Warkworth*, which sailed five days after the *Farnworth* with 268,000 bushels of wheat, steaming out into the Northern Passage, "carry with them the prospects of another era of change and speculation." They bear the hopes of the West for a saving of many millions in future freight-rates, says T. E. Nichols, in the Vancouver *Province*. But, to-day, he adds, questions arise which were not asked by the west of Canada, ten, or even five, years ago:

"Will Canada maintain its position as the 'bread basket of the world,' as the prairie was known before the Russian threat threw its shadow over the grain trade? How will the 'Bay' route affect Winnipeg, which will find itself far southeast of this new route for grain from Alberta and Saskatchewan?

"What of Fort William and Port Arthur, where prosperity was founded on passage of whalebacks through the Great Lakes to the East? And what of the attitude of the now partly Conservative West to the potential direct trade with Britain and Europe by the new northern route?

"The first two ships will not answer these questions. Only the years will some day reveal to Canada its wisdom or extravagance in opening so costly a 'back door' to the ocean."

MARINE and aerial surveys, we read then, show that the Hudson Straits are quite free of ice at least four months of the year. Ice-breaking equipment is expected to increase this open season. At Churchill itself there is clear water for an average of six months annually, and this writer classes it among the finest harbors in the world.

It is six miles long, one to two and a half miles wide, and protected by natural breakwaters of rock—forty to seventy feet high—from gales from practically any source. The entrance to the harbor is a narrow gap between headlands.

The grain elevator at Churchill is reported to have a capacity of 2,500,000 bushels, and will load three ocean boats simultaneously at 8,000 bushels an hour.

A large part of the town of Churchill will be built upon rock, but there will be no unwarranted boom there, it is asserted, because the land is all owned by the Manitoba Government, and none of it will be sold, but only leased.

This contributor to the Vancouver *Province* cites an engineer as estimating that 2,000 is the maximum population needed at Churchill, with only a score or so in the winter to look after the plant. This engineer recommended not more than a four months' stay at the port for a man and his family.

During the winter the population would have to move to Winnipeg or other points south. Incidentally, it is noted that as the ground in Churchill is frozen to a depth of more than one hundred feet, the handling of water facilities has "taken some hard thinking." This informant tells some of the amazing incidents of the construction of the Hudson Bay Railway:

"Its construction is unique even for Canada. Part of the railway was laid on a raft over muskeg.

"About one hundred miles is literally on solid ice, with a covering of muskeg and gravel as insulation.

"Its builders fought typhoid in the summer and blizzards in the winter.

"It took three weeks once to dig out a train in the winter so a journey could proceed.

"Fifty miles of duckwalk had to be laid over a swamp so that engineers could carry their transits.

"They spent $6,000,000 to develop Port Nelson, then abandoned it in 1926 for Fort Churchill.

"And a million-dollar dredge lies thrown up on one of the piers of Nelson by a freak gale, a monument to something or other."

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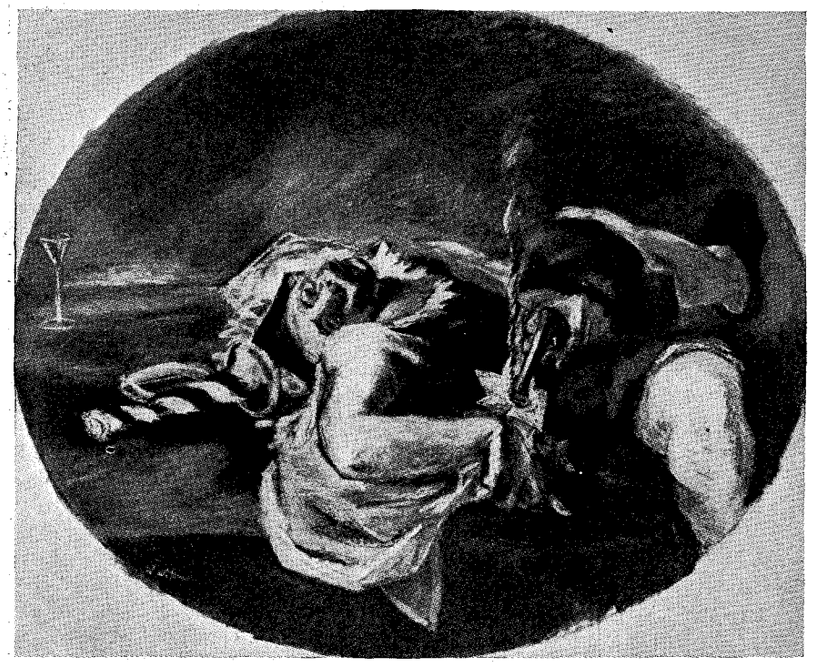
The Prize Picture Shocks

PHILADELPHIA HAD A SHOCK in this year's Carnegie International Exhibit of Paintings at Pittsburgh.

It found itself, in the person of Franklin C. Watkins, awarded the first prize for a painting that for three months last spring it had the privilege of viewing at its Little Gallery of Contemporary Art, and practically ignored.

This is what Robert Reiss tells us in the Philadelphia *Record*.

"In the limited confines of the Philadelphia art world," he says, "the exhibition of 'Suicide in Costume,' by Franklin C. Watkins, last spring was an event, but to the remainder of Philadelphia it was just another picture."



"Trying to Escape the Merely Beautiful"

As one juror said, the first prize was given to Franklin C. Watkins's "Suicide in Costume," shown above.

Mr. Watkins wins the First Carnegie Prize of $1,500 and also the Lehman Prize of $2,000 for the best purchasable painting in the exhibition opening October 15.

It is the first time since 1923 that an American artist has won first place in the Carnegie International, and the fact is emphasized that Mr. Watkins entered through the open door without special invitation.

Mr. Reiss reports that simultaneously with the award of the prize to the Philadelphian arose a storm of criticism of the picture that is almost as tempestuous as the painting itself.

"The comments of the art critics from all over the country varied from violent dislike to enthusiastic approbation. Nobody said it was just 'so-so' or 'quite good.' It was either 'simply terrible' or 'magnificent.'"

Mr. Watkins is described as "a tall, languid man of thirty-six," smooth shaven, a sharp nose, dark eyes, and hair that smooths back from the forehead.

Mr. Reiss presents him:

"'No, no, I simply will not discuss the painting. It speaks for itself, doesn't it? Of course I'm glad I won the prize. I'm delighted. It's too wonderful, and particularly so'—Watkins grinned—'particularly so since the canvas entered the exhibition uninvited.'

"Only the world's most important artists are asked to participate in the Carnegie Institute Exhibition, which many years ago because of its extremely high standards assumed an unrivaled place in the world's best exhibitions.

"The Carnegie Institute art jury each year is flooded with the works of uninvited artists, but seldom have these been hung in the exhibition.

"Never, until the advent of Watkins, did any of them win a prize.

"And now the hitherto unknown Philadelphian has walked off with one of the world's foremost artistic distinctions.

"When Watkins's painting was chosen for first prize, despite the fact that it had arrived uninvited, Eugene Speicher, a member of the art jury, said:

"'What we are seeking is the vital, the penetrating—we are trying to escape the superficial, the merely beautiful. Painting, to be great, must live.'

"This was the definition of painting applied to the hundreds of canvases from all over the world that were accepted by the judges, and it was by this definition that the Philadelphian's work was chosen above all others."

ONE of Mr. Speicher's own paintings, "Babette," hangs in the exhibition, and Edward Jewell Alden laments in the New York *Times* that the artist's membership among the judges prevented its selection for the prize, but he pays it this tribute:

"If Mr. Speicher has ever done anything more convincingly beautiful than this canvas, the reviewer's memory plays truant in an hour of need. 'Babette,' without the assistance of a single sensational brush stroke, without recourse to tricks, eye bribing or the seductions of clever virtuosity, dominates the large room in which she is placed.

"She dominates the show. Yes, returning from the arduous journey through this land and through that, half doubting, with memories of other fine pictures gathered in along the way, you stand before the Speicher canvas and reiterate the initial valuation."

HERE is how the same writer deals with the prize picture:

"As the title of Mr. Watkins's picture implies, this defeated jester has just concluded his act on the stage. His body lies huddled upon a table, still warm, tho the spark is extinguished.

"The mocking garb of mirth deepens the horror of a scene witnessed by us, not by the audience. All this is perfectly sound, and in the hands of a far less capable painter than Mr. Watkins would be apt to achieve its impact.

"How has the promising material been used?

"In certain respects, very creditably. A difficult posture, entailing problems of foreshortening and what-not, is tackled without timidity, if with not quite all the breadth and abandon called for.

"Cunningly indeed are we made to feel that the body's muscular tension has not yet fully relaxed. Need the artist, to further his illusion, have included the pistol's smoke? The cost of this inclusion is excessive, thrusting the picture itself—which should be above such trappings—into costume, and giving to the whole composition an aspect of triviality. Nor is the defect improved or remedied by the curious admixture of pastel.

"One feels, furthermore, in certain passages a lack of clear statement, a confused and confusing enunciation of values—tho, if one try to look at it from all sides, this procedure might be defended, perhaps, as 'psychologically' sound, considering the theme

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('subject' being paramount), and assuming the spectator to be actually confronted by such a terrifying, brain-muddling spectacle."

Other prizes were as follows: second, to Mario Sironi, Italian; third, Raoul Dufy, French; first honorable mention, Judson Smith, American; second, Yasuo Kuniyoshi, Japanese-American; Allegheny County Garden Club prize, Andrew Dasburg, American.

Music's Flight From Europe to America

LOVERS OF MUSIC MUST PREPARE to defend this heavenly maid in her last home—America.

Europe, the mother of music, has become a cruel step-dame. Her system of musical education is in collapse. America takes music to her bosom.

Nor is the trouble simply that music is hard up in Europe, altho music is hard up there—very. They are now too tired in Europe to do anything for music, too worried about money.

America does something for music.

All this and more is set forth by Bronislaw Hubermann, the brilliant Polish violinist, in the Berlin *Vossische Zeitung*. And he explains sorrowfully why in Europe music, facing a frightful present, proceeds toward an even gloomier future:

"The reasons are associated with our whole post-war development and must for the most part be deemed the outcome of the changes in Europe politically, socially, economically, and even industrially. Perhaps psychological changes might also be taken into account.

"If Plato in his Republic could affirm that the slightest modifications in the art of music would manifest themselves throughout the whole state structure, we of to-day can not blink the truth that the changes in the structure of the European nations—of which we have been witnesses ever since 1914—have not failed to influence the very nature of music.

"Europe has no more money. Perhaps even more important is the fact that she has no more time—or rather she thinks she has no more time. Literature seeks to take account of the present-day rush through the medium of the short story. Books are supplanted by magazines and periodicals. Revues substituted for dramas.

"And music?

"Even here the symphony has had to make way for symphonic compositions, for 'runs,' rhapsodies, and the like.

"Then, too, there is ever more obvious a lack of any musical preliminary training period even in the listener. What is called dilettantism is dying out. And only a self-stimulating, practised, cultivated dilettantism or amateurism can create the atmosphere where the artist can enjoy the appreciation so essential to him.

"Upon the creation of just such an echoing atmosphere a creative production will in the long run be dependent. And yet in truth the leveling influence of the public upon so many successful musical aspirants can not in recent years be disputed."

THUS the spirit of our age influences the spirit of music. Furthermore, the application of machinery to music, the mechanical interpretation of musical composition, is a threat to the very existence of music. As we read on:

"Owing to the irrational attitude of people generally, the gramophone and the radio have revealed themselves as prejudicial to the musical culture of Europe. They might have exerted the most benign influence.

"The example of America proves this. In America, with the aid of the gramophone, musical evolution, altho beginning perhaps at the zero point, has been stimulated into a progress otherwise requiring decades.

"A solitary example among many will bring out the lesson. At Philadelphia one of the most finished orchestras in all the world has come into existence. This was due to something besides the munificence of a patron. It was possible as a result of the sales of its authorized records.

"Over here in Europe the unfair competition of the radio—unfair because free and so much more convenient than concert going or opera attendance—has stifled out of existence many a symphony and opera enterprise, without yielding anything cultural in return."

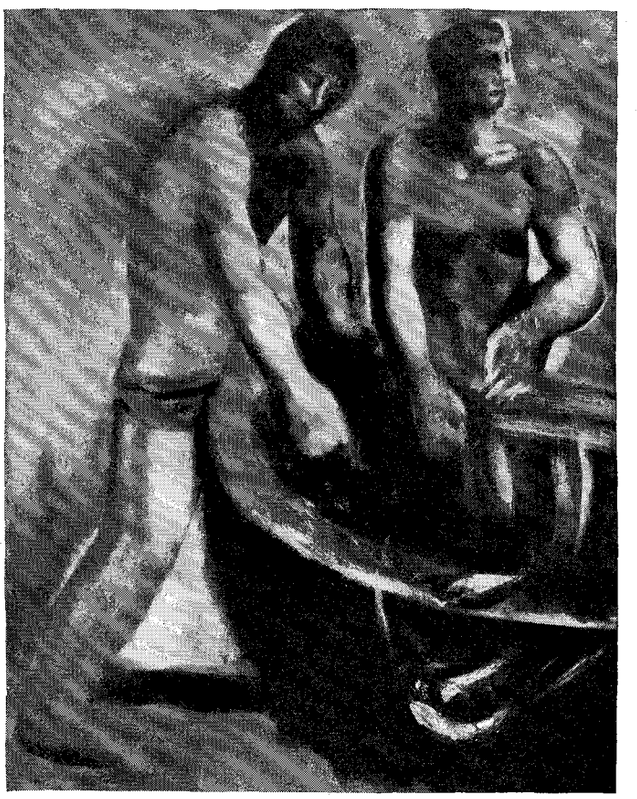
How Well Do You Know Them?

HOUSEWIVES, STENOGRAPHERS, DOCTORS, lawyers, chambermaids, insurance agents, elevator operators, musicians, race-track bookmakers, chorus girls, clerks, school-teachers, acrobats, and a couple of gangsters!

"A cross-section of Chicago's population!"

Taking them as "reasonably typical of the American public," *Variety* (New York), the theatrical weekly, endeavored to find out what reactions would be derived from them by a list of 125 names from all professions and walks of life.

How near would these various classes of people come to recognizing what the names stood for in our life to-day?



"Promethean Bludgeoning"

Is the phrase of a critic to describe Mario Sironi's method of representing "Fishermen," awarded second prize at Pittsburgh.

Two hundred responses were received.

Film actors, one need not be surprized to learn, were best known, and they were followed on by gangsters. Then came athletes, politicians, musicians, big business executives, "legitimate" actors, radio broadcasters, journalists, and film directors.

Variety imagines that "the established ratios would be maintained elsewhere, altho in the rural communities it would probably show a marked diminution in familiarity of many of the names":

Going into some details:

"Quiz included thirty-two screen names, of which seventeen showed up in the first forty best-knowns. Of the leading nine names, all were screen stars except Al Capone. Every one of the 200 answers correctly identified John Barrymore and Joan Crawford, who scored the astounding perfection of .1000.

"Indicative of the influence of the screen was John Barrymore's .1000 against his sister, Ethel Barrymore's .900, which means that twenty of the 200 who knew the screen star did not know who his legit actress sister was.

"Another lesson in what screen exploitation means was Marlene Deitrich's .980, which average was also registered by Billie Dove. Miss Deitrich has appeared only in three or four films on this side, and Miss Dove has been off the screen over a

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year. Like Buddy Rogers, who scored .970, in being well known, Miss Dove was thought to be somewhat on the decline.

"Ina Claire, from legit, with only two pictures released, also surprized with .960. Many identified her through John Gilbert. Latter's name was not included in quiz, but he seems to influence other people's reputations.

"Radio scored poorly in toto, but it was interesting to note how well known were Albert Einstein, the scientist; Walter Chrysler, the automobilist; Harvey Firestone, the tire manufacturer, and Mayo Brothers, the surgeons.

"Many foreigners, such as Gandhi, Mussolini, Ramsay MacDonald, were better known than Americans, like Albert Fall, Charles Evans Hughes, Arthur Brisbane, or William Jennings Bryan."

"Fabulous weekly stipends" are received by Frank Borsage and Clarence Brown, ace film directors, but they were "among the very lowest so far as public reputation is concerned."

"A Deserted Mill," by Judson Smith, an American

Received first honorable mention at the Carnegie International.

SOME more surprizes follow:

"Roxy at .650 and S. L. Rothafel at .270 under his full name, was an expected variance. Ringling Brothers, of circus fame, at .960 merely proved that thirty-five years of 24-sheeting has its effect.

"Queen Marie of Roumania, a small country, was much better known than Queen Mary of England, a world empire.

"To test the memories, a number of names of deceased celebrities were included. Wallace Reid, dead ten years, was correctly identified by 158 out of 200. Tex Rickard was remembered by 166, and Lillian Russell, predating both, was known to 116.

"Floyd Gibbons was the most widely misnamed. He was identified under a variety of heads, most of them quite wrong. He was much better known as a newspaper writer than a radio-broadcaster.

"Of the front-page cases, Jake Lingle, Roscoe Arbuckle, Aimee Semple MacPherson, Peggy Hopkins Joyce, and Peaches Browning were best known. Peggy and Peaches were confused to some extent. One person, at least, thought they were one and the same woman.

"How the years have dimmed the renown of the All Highest is visible in the ex-Kaiser's rating of .480, a poor national memory in view of the war-time exploitation George Creelman gave the imperial kid. Five persons thought Mr. von Hohenzollern was President of Germany!"

Variety gives a rather long list of the misconceptions of which we can quote but few:

ANDREW MELLON
- Secretary of State (5)
- Secretary of War
- Congressman (2)
- Senator
- Minister to England

AIMEE SEMPLE MACPHERSON
- Carnival ballyhooer
- Some Scotchman
- Aviatrix

WILL HAYS
- Actor (3)
- Radio-announcer (3)
- Comedian

SINCLAIR LEWIS
- Radio broadcaster
- Orchestra leader
- Financier
- Oil magnate (3)
- Film director
- Senator

VINCENT ASTOR
- Actor (5)
- Fur dealer
- Author
- Member of Parliament

ALBERT EINSTEIN
- Violinist
- Englishman
- Film director

MAYO BROTHERS
- Circus performers
- Circus owners (2)
- Gangsters
- Comedians

JANE ADDAMS
- Actress (6)
- Author (7)

BERNARD SHAW
- English statesman
- Health advocate
- Actor (3)

YEHUDI MENUHIN
- Indian prince
- Oldest man in world
- Rabbi (4)
- Clairvoyant
- Jewish actor

BOBBY JONES
- Tennis player (3)

WILLIAM VON HOHENZOLLERN
- Aviator (3)
- President of Germany (5)
- German manufacturer

ED WYNN
- Horoscope writer (4)

CHASE AND SANBORN
- Actors
- Comedians (2)

H. L. MENCKEN
- A nut (5)
- A bum
- A philosopher

JESSE LASKY
- Judge
- Author
- Radio executive
- Musician

CHARLES EVANS HUGHES
- Guy with Van Dyke (2)
- Senator
- Detective

FLOYD GIBBONS
- Actor (4)
- Aviator (2)
- Fight promoter (3)
- Man who was buried alive
- Englishman
- Explorer
- Film director

CHARLES M. SCHWAB
- Producer (3)
- Actor
- City official
- Judge
- Author

ARTHUR BRISBANE
- English statesman (6)
- Planter
- Senator
- Actor
- Sports writer
- Politician
- Orchestra leader
- Hearst philosopher

The Cover

A TRIBUTE to the women of the early colonists seems to be implied in the picture Mr. Ferris includes in the historical series.

Less dejected than the man is the woman depicted in the picture, "The Return of the *Mayflower*, 1621," reproduced on the cover.

Mr. Ferris notes:

"Imagine, if you can, the feeling in the hearts of the little body of Pilgrims as they stood on the shore, that memorable spring day in 1621, and watched the departure of their little vessel, the *Mayflower*, on her return voyage to England.

"To them it meant the breaking of the last and only bond between them and the world as they knew it.

"The winter had been a hard one, and the suffering from cold and monotonous food was intense; added to the troubles which seemed almost to overwhelm them was an epidemic of sickness which carried off nearly half their number. Yet their courage and faith were unshaken, since every one of them refused the offer of the captain of the *Mayflower* to take them back to England.

"The mortality at Plymouth the first winter seems great, but about the same loss of numbers followed in the other colonies.

"It is a question whether, under similar circumstances to-day, any of one hundred souls taken haphazard from our people could survive, accustomed as we are to bodily comforts, the exposure and disease which our forebears took as part of the day's work.

"The Plymouth Colony had the bad fortune to land on an unproductive soil, in a climate which offered sunstroke in the short summer, and an Arctic cold in a long winter."

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Edison's Religion

ATHEISM IS DENIED THE TRIUMPH of adding Edison's name to the list of disbelievers.

Nor can the agnostics write him down as one of themselves.

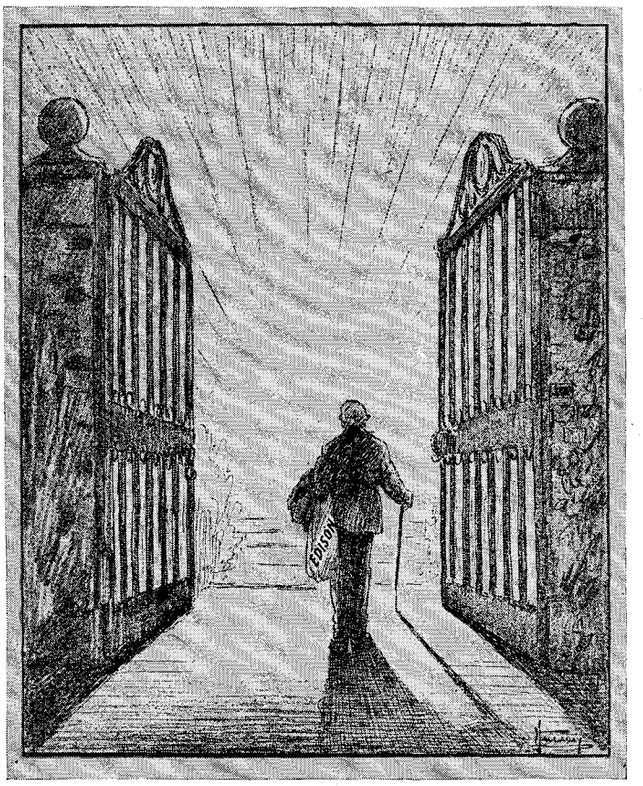
Both claimed him, but in his declining years the great inventor avowed a belief in a Supreme Intelligence and in some sort of life hereafter.

Much confusion had existed concerning the wizard's religious theories. Two years ago people in Elmira, New York, protested against naming a new high school the Thomas A. Edison High School, because, they said, he was "an avowed unbeliever in God and a life hereafter." Actually, we read in press accounts, he was a freethinker, that is, one who rejects religious, and particularly ecclesiastic, tradition in forming religious opinions.

"He never was an atheist," says a family statement issued the day after his death.

"Altho he subscribed to no orthodox creed," it runs, as printed in the New York *Sun*, "no one who knew him could have doubted his belief in and reverence for a Supreme Intelligence; and his whole life, in which the ideal of honest, loving service to his fellow man was predominant, indicated faithfully those two commandments wherein lies 'all the law and the prophets.'"

Attached to the statement was a reference to Matthew XXII, the Biblical text from which the quotation is obtained. It reads:



More Light

—Halladay in the Providence "Journal."

"Then one of them, which was a lawyer, asked Him a question, tempting Him and saying: 'Master, which is the great commandment in the law?' Jesus said unto him, 'Thou shalt love the Lord thy God with all thy heart, and with all thy soul and with all thy mind. This is the first and great commandment, and the second is like unto it. Thou shalt love thy neighbor as thyself. On these two commandments hang all the law and the prophets.'"

ONCE, when convalescing from a severe illness, Edison was led into a discussion of his philosophy of life with his great friend and admirer, Harvey S. Firestone. Mr. Firestone, the automobile-tire manufacturer writes in the New York *Herald Tribune*, asked Edison what he thought the controlling power of the universe to be, and the inventor exprest himself along the same lines he had in previous discussions, especially on the camping trip the two had made after attending President Harding's funeral. Edison said, we read:

"I believe in the teachings of our Lord and Master. There is a great directing head of people and things—a Supreme Being who looks after the destinies of the world.

"I am convinced that the body is made up of entities which are intelligent, and are directed by this Higher Power.

"When one cuts his finger, I believe it is the intelligence of these entities which heals the wound.

"When one is sick, it is the intelligence of these entities which brings convalescence.

"You know that there are living cells in the body so tiny that the microscope can not find them at all. The entities that give life and soul to the human body are finer still, and lie infinitely beyond the reach of our finest scientific instruments.

"When these entities leave the body, the body is like a ship without a rudder—deserted, motionless, and dead."

AT another time, in speaking of these "entities," Edison said, "I believe at the time a man dies this swarm deserts the body . . . goes out into space, but keeps on, enters into another or last cycle of life and is immortal."

According to a statement published by Joseph Lewis, president of the Freethinkers of America, Mr. Edison was a member of and a liberal contributor to that body for many years, and "lived and died a freethinker."

JUDGING by his published statements, Mr. Edison's views on the mystery of life seem to have changed with the passing of the years. His mind first turned to the problem of a hereafter in 1920, when he was seventy-three, during the great wave of spiritualism which swept over the world, when the ouija-board took possession of popular fancy. Edison, we read in the New York *Times*, said he did not believe psychic research could be based on such an unscientific piece of apparatus, and set out to devise something more likely to facilitate communication with departed spirits, if any existed.

This apparatus was never developed, but Edison pondered over the problem of life and death, and in an interview in *The Scientific American*, October 30, 1920, said: "I can not conceive of such a thing as a spirit. Imagine something which has no weight, no material form, no mass, in a word, imagine nothing."

Three years later, in the Sunday Magazine of the New York *Times*, he presented his theory of entities. "These entities," he said, "are life." But he did not then believe in a "conscious life after death in any form, spiritual or physical."

His belief in "a Supreme Intelligence" remained undisturbed, however.

IN 1925, we read, he was one of the leaders in founding a memorial museum at New Rochelle, New York, in honor of Thomas Paine. In an interview in July, 1925, he said that he had begun to read Paine's works when he was thirteen years of age.

"Paine," he wrote, "suffers from the misinterpretations of others. He has been called an atheist, but he was not. Paine believed in a Supreme Intelligence as representing the idea which other men often express by the name of deity."

When, in 1927, on his eightieth birthday, he submitted to

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the annual interview on all subjects, particularly the immortality of the soul, he said: "We really haven't got any very great amount of data on this subject, and without data how can we reach definite conclusions? All we have, everything, favors the idea of what religionists call the 'hereafter.' Science, if it ever learns the facts, probably will find another and more definitely descriptive term."

During the last few years his opinion shifted to a presumption of survival. His latest declaration before his health began to fail was that his belief in some sort of life after death was "fifty-fifty—one way or the other."

Thus, it is seen that the man who had tamed a mysterious power to his will was perplexed by the problem which a religious creed answers for most. The inventive faculty could not help him here.

Lying on his death-bed, says Dr. Hubert S. Howe, his personal physician, as told in the New York *Times*, Edison questioned him about the functioning of his body and the causes of his illness, as tho seeking an answer to the great riddle which had baffled him. When he learned that complete recovery was impossible, he lost the wish to live.

Perhaps revelation came to him in the last moment.

Just before he died, says Dr. Howe, Mr. Edison awoke as from a dream and looking upward with a smile, remarked: "It is very beautiful over there."

He was buried with the services of the Methodist Episcopal church.

A Campus Father Confessor

Dean Christian Gauss, of Princeton, who sees the end of the jazz age and youth in the role of critic.

As Our Movies Show Us

AN AMERICAN WOMAN complained that there is "a campaign constantly being carried on to create in English minds an antagonism toward America and Americans."

An English critic replied in what was termed "a friendly article" in *The New Statesman* (London):

"Americans should realize that so long as the United States methodically travesties and profanes herself before the whole world by the loathsome pictures that pour steadily from Hollywood, there is little excuse for complaining if other peoples think America ridiculous.

"As shown in many of the serious and in most of the comic pictures that appear in England, America is ridiculous. And not only ridiculous, but obscene and trivial!

"If America does not care enough about her own reputation to control this monstrous vulgarity, she should not expect other nations to be too tender of her.

"America sometimes makes excuse for Hollywood on the ground that foreign nations must enjoy these pictures, or else they would not patronize them.

"This is true; but it is an argument that could be used equally well by the keepers of brothels. People willing to traffic in a certain line of goods can always do a lively business with the unhappy human race; but they should be content with gold for payment, and should not clamor for respect."

"If we have any regard for the good opinion of others," comments the Pittsburgh *Christian Advocate* (Methodist), which reprints the English critic's letter, "we will see to it that obscene caricatures of American life are not delivered to interested audiences abroad as our card of introduction. A polite regard for the feelings of others, if there be no better reason, should restrain us from a too modest advertising of ourselves."

The Real Revolt of Youth

WELL, THE JAZZ AGE IS ABOUT OVER.

And, pretty well disgusted with the moral and economic bankruptcy about them and the eternal squabbling going on, a large and important group of youth is about to take the bull by the horns.

That is, these youth are turning conservative and undertaking a new morality to replace the one the older generation has lost. Good reason why, they think.

When they look out on a world largely controlled by bandits and racketeers, an economic system gone bankrupt, a nationalism that must christen itself in blood, a conservatism that is afraid to look Stalin or Gandhi in the face, they consider the old order well lost and are ready to start a new.

They believe that the foreign student who died for his country is just as much entitled to a place on the Roll of Honor as an American graduate who made the supreme sacrifice.

Many take their idea of the war from Remarque rather than Pershing, we are told. They don't believe that right and American are necessarily one and the same thing. There is nothing outlandish to them in a Hindu or a Russian system, and they are pretty well up on both.

They believe that a league of nations might be able to solve the problems which the nations individually have been unable to settle without a waste of life.

They believe that a racketeer does more harm to the community than a pert little gold-digger.

They are no longer taking criticism lying down, but are getting up and fighting back.

Thus Dr. Christian Gauss, Dean of the College at Princeton, analyzes the new attitude of college youth toward the world in an article in *Scribner's Magazine*. The genial dean is, of course, very close to the campus, and his contribution to the now popular study of what the younger generation is thinking about is well worth attention. And, as a sort of father confessor, he lends a sympathetic ear.

IF you asked a group of these young college men to state their grievances, he writes, they would speak, somewhat as follows:

"The old women of both sexes who fulminated against the flapper and the night-club were not really moral. They were self-righteous, self-torturing, sour-faced Puritans.

"Self-righteousness is the cheapest and the poorest brand of righteousness, as self-satisfaction is the poorest of all the satisfactions. To such self-righteousness and self-satisfaction many of them prefer almost any gentlemanly vice.

"They admit, of course, that there is an aspect of morality involved in the individuals' attitude toward sex and alcohol. But those who a few years ago saw in sex and alcohol the core and center of all immorality were, they will tell you, often living in a narrow, complacent and fundamentally vicious world.

"Sins are serious, this new crowd holds, in proportion to their social effects, and an act which affects the doer alone is not as seriously or far-reachingly immoral as one that tends to beget injustice and ill-will or corruption in the city or State.

"It is worse to poison a community well than to take a swig out of your own gin-filled flask. Good citizenship, the kind that insists actively and effectively upon living in decent communities and under a social and economic system that is fair and

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just to all, is far more central to morality than is total abstinence."

These youth would say, too, that the older crowd who started all the hubbub about the flapper and her ways lived in cities given over to the grafter, gangster, hi-jacker, and racketeer. They were so interested in the private life of Jim Jones that they couldn't see what was going on in the open around them. "Morally speaking, they took their eye off the ball." As youth sees it:

"They drew their profits out of an economic system that, at a time when the country is overstocked with goods, throws thousands into the bread lines.

"They believe in American isolation, no foreign entanglements, no League of Nations.

"Any of these new dispensation undergraduates will tell them that a selfish nationalism is morally out of date. This older crowd that has the late war, the heyday of the racketeer, and six million unemployed to its credit, is right in defending the American system. It needs defenders.

"But, for heaven's sake, this new group will tell you, have them lay off young Jim Jones and his little flapper friend. 'We're fed up on it. In the language which their war brought into vogue, let them take to their dugouts. We intend to change all that.'"

Psychic Hocus-Pocus

A CHAIR IS SOMETHING TO SIT ON.

But when a defendant in a legal action so described that useful article of furniture, he was sent to an insane asylum.

A psychiatrist said it was the answer of an imbecile.

Other self-styled psychiatrists have made the important discovery that bouncing a baby on the floor will make it cry, and that you can make a child shriek with terror if you come up suddenly behind it and strike a steel bar with a hammer.

"He was a wonderful and good baby. In all the months we worked with him we never saw him cry until after our experiments were made," writes one of the expounders of "behaviorism," a former lecturer in the New School for Social Research.

In fact, we are led to believe, there are psychiatrists, so-called, who would find an insane or imbecilic streak in any one of us with only half a try.

But all this bamboozling by a rapidly growing number of half-baked, self-styled mind experts is leading to revolt, Ernest K. Coulter writes in *The Outlook and Independent*.

Thoroughly aroused over what he has seen, Mr. Coulter, who founded the Big Brother movement, and is general manager for the New York Society for the Prevention of Cruelty to Children, goes on:

"With hocus-pocus of mysterious terminology, many of these so-called psychiatrists psychoanalyze everybody, Lincoln himself, tell us what is wrong with great and small alike, and yet are totally blind, perhaps conveniently so, to their own irrationalities.

"Their examinations, vaporings, and findings, served up in fantastic terminology, remind us for all the world of the gestures of *Merlin* in 'A Connecticut Yankee,' but even *King Arthur* finally saw through the hocus-pocus of the court magician, who burned smoke-powders, 'pawed the air, and uttered gibberish.' A lot of the less eminent psychiatrists need to be psyched themselves."

BETWEEN the real psychiatrist, whose worth is fully accorded, and the adventurer in a very dangerous field, Mr. Coulter explains, is a wide chasm.

"This pseudo-psychiatry, one of the latest and most conspicuous phases of social service, with its overwhelming zeal for 'case work,' its desire to tap the coffers of rich givers, to create jobs, and its tendency toward professionalism," says the writer, "has certainly attracted a lot of irresponsible people, any two of whom, unless retained by the defense, seldom psych the same individual the same way."

To illustrate some of the nonsense heard in the courts, Mr. Coulter recites:

"In a comparatively recent case, reviewing a county court proceeding in Brooklyn, a jury of twelve ordinary men reversed the findings by which a young defendant, charged with arson, was committed to a State prison for criminal insane.

"One of the witness psychiatrists insisted that the defendant was only nine years old, mentally, because he described a chair as 'something to sit on.' This surely showed, he said, that the defendant was an imbecile.

"Furthermore, the defendant's answer that 'A fly is little and a butterfly big,' showed him to be an imbecile, plus-four size, or whatever they call a big one.

"When the defendant's lawyer asked one of the psychiatrists what answers the defendant should have given, he stammered a moment and tried out some fancy answers, such as, he said, 'a well-read and educated person might make.'

"The jury actually chuckled at the efforts of the psychiatrists to set themselves straight."

TWO "eminent psychiatrists," we read, were retained in defense of a woman charged with burning a six-year-old child. To a few casual questions the child replied patiently and sensibly. She was holding a papier-maché egg in her hand at the time, and one of the "experts" finally asked her what was in the egg. She smiled coyly and said, "You guess."

"They are snakes, aren't they?" whispered the psychiatrist fearfully.

The little girl looked at him pitifully, and said, "Aren't you silly?" The psychiatrists' verdict was that she was "a pathological liar."

But the psychiatrists were not called, and the woman was acquitted by a divided court. The "pathological liar" was legally adopted by parents who already had three children, and, two years after the adoption, the foster-mother told Mr. Coulter that Mary was "a most lovable, tractable, honest, bright, and responsive child." She has since written a children's play; designed the costumes, and directed performances of the play at a private school, and has written and had published a book of children's stories.

Here is another illustration, the case of a "problem boy," recited by Mr. Coulter:

"A visiting teacher, a 'psychiatric social worker,' referred the boy to a psychiatric clinic, which was telling the world what it was doing for 'child-guidance.'

"They spent weeks, yes, and months 'testing' the boy, circling all around the mulberry-bush, while an honest-to-goodness old-fashioned doctor or oculist would have hit the lad's trouble within five minutes after the lad had climbed into his chair.

"Here is what they did:

"First—Lengthy oral examination of boy and recording of his statements.

"Second—Investigation of his school history.

"Third—Family history.

"Fourth—Search of records of Social Service Exchange for 'contacts with other agencies,' and communication with those agencies.

"Fifth—Intelligence test to establish his 'I. Q.' or 'Intelligence Quotient.'

"Sixth—Emotional test to establish his 'E. Q.' or 'Emotional Quotient.'

"Seventh—Test of his reflexes.

"And, finally, Eighth—Physical examination, when they made the startling discovery that—HE NEEDED EYE-GLASSES! This was one of our Little Brothers.

"But there is the tragic side. What was the real effect on the boy? With all this 'testing,' 'reflexing,' and elaborate technical questioning, he finally came to the conclusion that he was a 'dodo,' entirely unlike any other boy, a peculiar and undesirable creature to be spurned by society. It took months of patient, sympathetic endeavor to undo this damage; but I am glad to report that, finally, under the guidance and encouragement of a sensible Big Brother, the boy is now a normal individual, and making good."

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A Short-Toed Family

THE OCCURRENCE OF HEREDITARY "brachydactyly"—shortness of fingers or toes, due to the omission of one of the normal joints—is rare in the human race, and is commoner with fingers than with toes.

A case in which this abnormality runs through several generations of the same family, and is confined to the feet, is hence of interest.

It is described and illustrated in *The Journal of Heredity* (Washington), by Ray T. Carter and W. M. Nelson, of the University of Oregon, as follows:

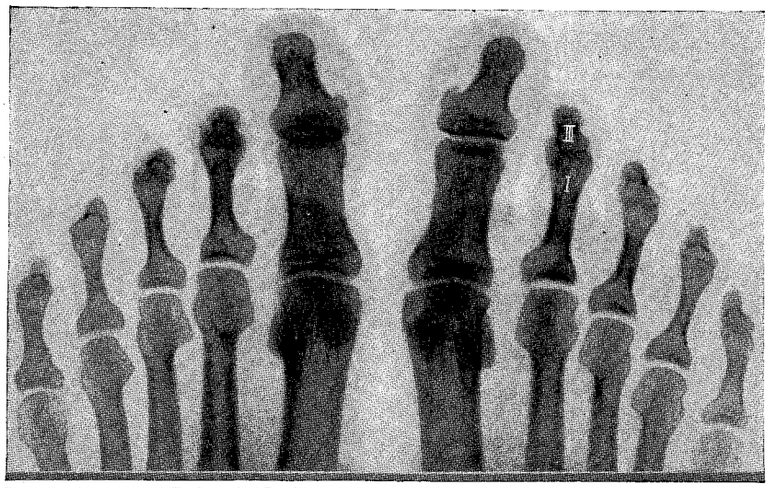
"Brachydactyly may occur in the hands or the feet, or in both the hands and the feet of the same person.

"As far as we know, it has never been known to occur in the hands of one generation, and then appear in the feet of the next generation, or vice versa. In other words, brachydactyly of the hands is independent of brachydactyly of the feet, and brachydactyly of the feet is inherited regardless of whether or not the trait is present in the hands.

"Brachydactyly is a compounded word meaning a shortening of the finger or toe.

"The shortening is caused by, or is the result of, the absence of one of the three bones or phalanges making up the finger or the toe, as the case may be. The fingers or toes affected are the small ones, the number of bones in the thumb and large toe remaining the same as in a normal extremity.

"Some students of this subject are inclined to substitute the word brachyphalangy for brachydactyly. But, actually, it is not the phalanx or phalange that is shortened, but it is the dactyl or whole digit that is shortened by the omission of a joint."



Illustrations by courtesy of *The Journal of Heredity* (Washington, D C)

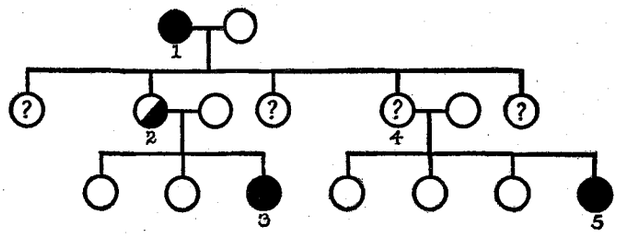
A Toe-Joint Missing

This X-ray photograph shows that this individual lacks one of the phalanges of his toes, as can be seen by a comparison with the normal foot shown in the other figure. Normally the big toe, like the thumb, has only two phalanges, so we might call it due to all the toes attempting to be big toes.

ACCOMPANYING this article are two radiographs, one of a normal foot and one of the brachydactylous feet. Since there are the same number of bones or phalanges in the normal hand as in the normal foot, a comparison of your own hand with the radiographs will show you just what is meant by brachydactyly. We read further:

"There are only two phalanges in the normal thumb or in the great toe, and you will note that this is also true of the brachydactylous foot. But while there are three phalanges in each of the fingers or small toes of a normal hand or foot, there are only two phalanges each in the small toes of the brachydactylous foot.

"The interesting thing about this particular case of brachydactyly is that it is in the foot rather than in the hand, where it is customarily found. Altho this trait may be present in the foot as often as in the hand, its appearance in the hand would be more readily noticed.



Inheritance Chart of Short Toes

The trait appears in both sexes. Case 2 has the normal number of phalanges but they are much shortened. Case 4 would not permit examination, but would be expected to show the trait.

"The wearing of shoes would tend to conceal the trait, and it would often pass unnoticed. Case number 3, on the accompanying family chart, was over twenty years old before he noticed that his foot differed from a normal foot. Case 5, a girl, did not notice the abnormality until we called it to her attention.

"Inasmuch as the character is inherited regardless of sex, male and female are not indicated on the family chart. It will be noticed that the chart is far from being complete, in that there are so many members in which it is not known whether the trait is present or not.

"It is very difficult, we found, to gather data of this kind. Many of the members of this family, unfortunately lacking the scientific view-point, refused to reveal whether or not they manifested this interesting trait.

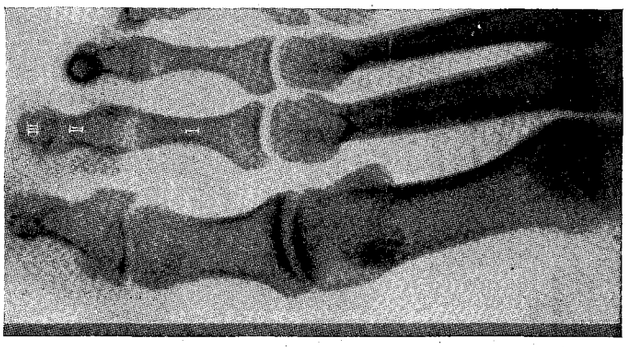
"Other members, fearing that the character might be a mark of degeneracy, might have been said to have gone out of their way to avoid knowing whether they carried the trait, and of course gave the investigators no satisfaction. Then, too, the family was scattered so widely that it was not possible to approach or to examine every member.

"Of the forty living descendants of the original couple, only four (excluding Case 2, which will be referred to later) are known to have inherited the trait. Nine are known not to possess the trait, and the remaining twenty-eight are in doubt. The chart does not show all the descendants. The families of this group are large, and if all the data could be obtained it would no doubt throw considerable light on the subject.

"All the cases of brachydactyly on record seem to show that the character is present in each generation, and usually in about 50 per cent. of the progeny of a brachydactylous parent mated with a normal. There is not enough evidence in this particular case to bear out that point.

"Quoting from Applied Eugenics, by Popenoe and Johnson: 'One of the best attested single characters in human heredity is brachydactyly, "short-fingerness," which results in a reduction in the length of the fingers by the dropping out of one joint.' And again: 'Brachydactyly is so much cited in text-books that the student might think it is a common character. As a fact, it is extremely rare, being found in only a few families.'"

(*Department continued on page 27*)



Normal Toes

The three phalanges are numbered to facilitate comparison with the short toes in the first figure. Note that phalange II is missing in the other picture.

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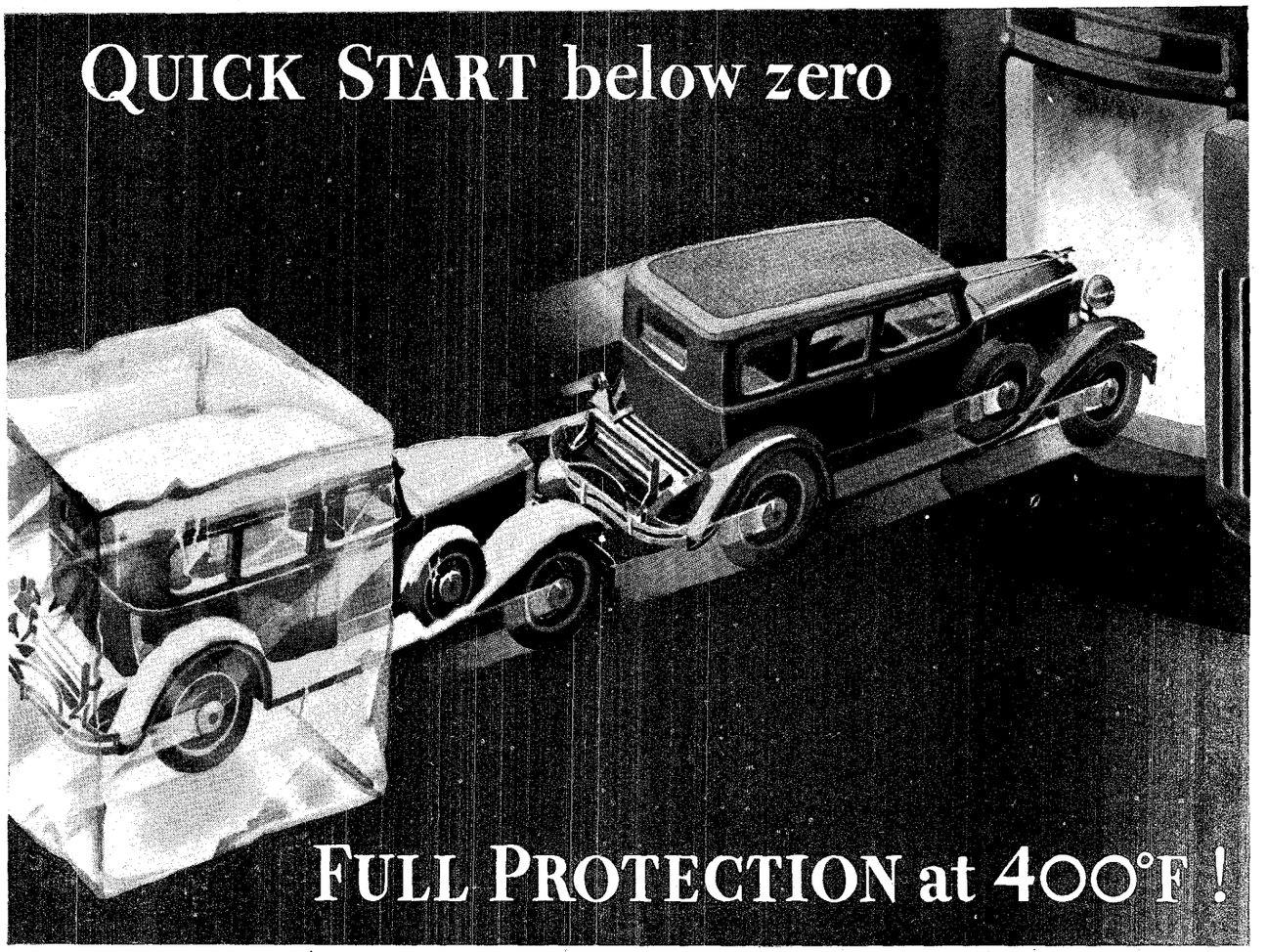

Engine won't start. Starter grinds. Ordinary oil cold-stiffened. Engine dry—no oil circulating. Battery dies. Only one thing left—the crank! How much better to change to Mobiloil Arctic and get easy starting!

Let the thermometer go down to freezing! To zero! Below zero!

With "double-range" Mobiloil Arctic in your crankcase you'll get quick starting. Your starter won't have to grind and groan. You won't have to drain the life out of your battery trying to make it turn over an unlubricated engine.

On coldest days Mobiloil Arctic does not lag behind—a lazy, cold-stiffened mess in your crankcase. It circulates promptly. It spurts to dry bearings. To pistons. Result—you get quick starting.

Winter oil faces Heat!

Just a few minutes after you start, your oil must stand up under heat! Engine temperatures may soar up to 400° F.! That's when many so-called "winter oils" fail. They thin out dangerously under heat.

But Mobiloil Arctic stands up!

The one "Double-range" oil

Mobiloil Arctic stands up because it is a "double-range" winter oil. You get easy starting for your cold engine—*and*—full protection when your engine gets hot.

Go to your Mobiloil dealer today. Ask him to prepare your car for winter driving. Have him change the oil in the crankcase to Mobiloil Arctic. For easy gear shifting, have him put Mobiloil "CW" in your gears.

Mobiloil Arctic

VACUUM OIL COMPANY, Inc.

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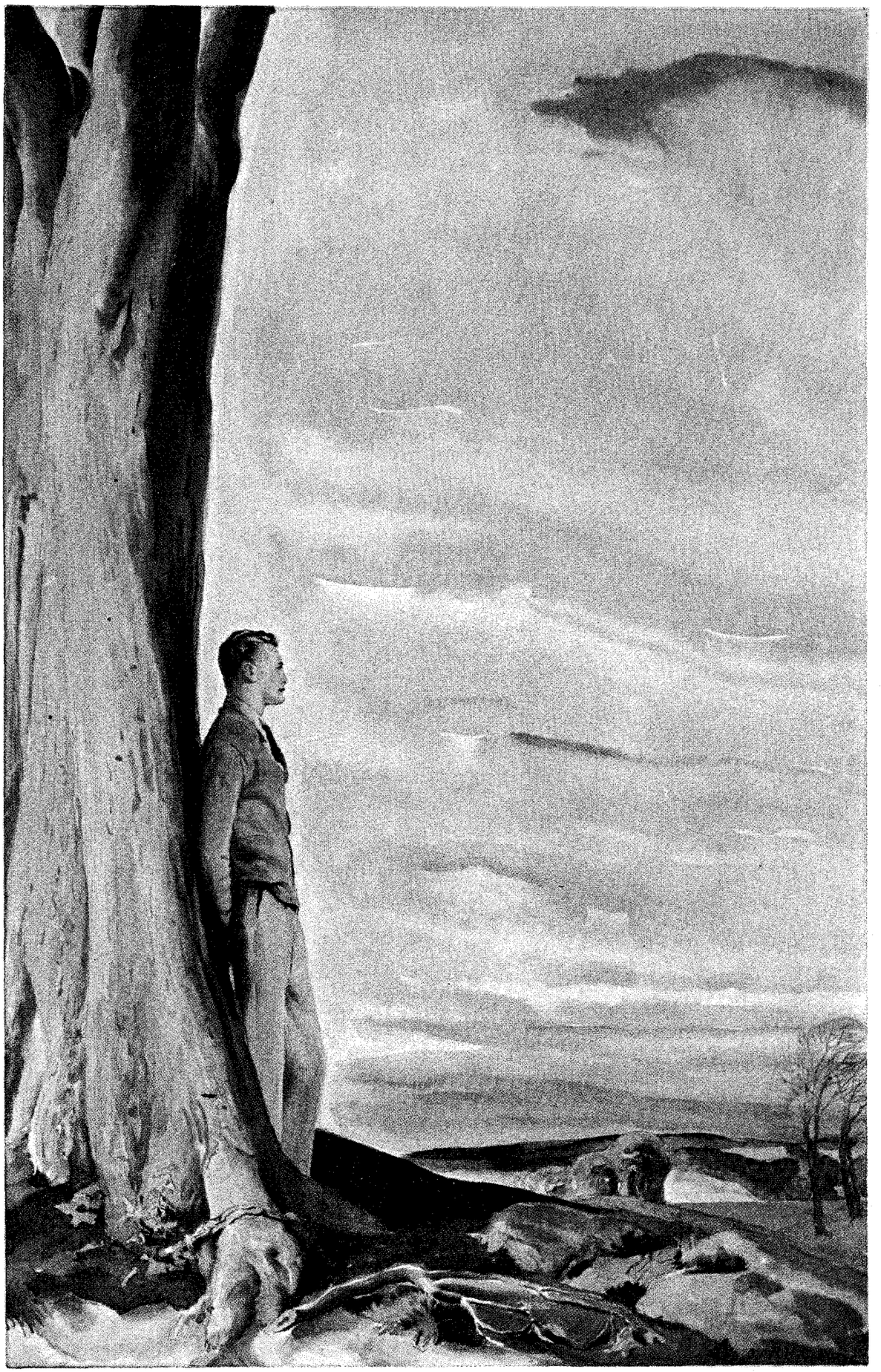

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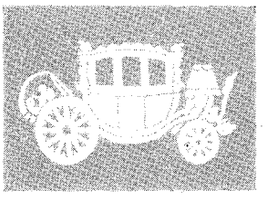
AT SUMMER'S END



It is not recorded that November was particularly cold in 1906. Frosty mornings gave way to sunny noons. But on a mid-month Saturday, many a man left his work a bit more promptly than usual. After all, winter could not be far away and yesterday's drive had been through a raw wind. Soon snow would fly.

And so one hurried home, took a hasty lunch, slipped into his oldest clothes and entered the building which served as a garage. For a moment he stood in wistful contemplation of the faithful car before him. Then, with a sigh of regret, he set the brakes, adjusted the jack, raised the wheels off the floor, placed strong blocks under the axles, and began the process that prepared a car for its long winter rest. By night, if one worked fast and well, everything was done. Canvas or cheesecloth was in place to guard against dust and dampness, the padlock clicked upon the door and the motoring season was officially at an end.

There were not so many automobiles in those days as now, but wherever they were, their owners were enacting scenes like this. Resigned to the seasonal limitations of the motor car, they did not know that in that very year a little group of young men had begun the work that was to end this annual hibernation. These young men believed that year-round motoring was feasible, that closed bodies for automobiles could be made practical. Day after day, month after month, they had planned and built and tested and rebuilt. And so began Bodies by Fisher.

The world moves fast and there are many things to think of. It is not strange, therefore, that we seldom stop to look back and rarely pause to consider the significance of certain events in the past. The coming of Fisher Bodies may hardly have seemed of great importance, yet it pioneered for the kind of car in which we drive today . . . so fashioned that we need not be concerned with summer's end.

It is interesting to consider how different things would be without the modern all-year car. Social and family life would revolve upon an entirely different plane. Human activity would be compressed almost to its former narrow horizons.

But as a matter of fact the thoughts of both science and industry are still devoted to raising the plane and widening the horizons. And in this effort the Fisher Body Corporation is determined to play its part, now and in the future, just as in the past.

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COUNTLESS BEFORE-BREAKFAST SMOKERS SAY...

KEEP "MOUTH-HAPPY"

WITH

SPUD

MENTHOL-COOLED

CIGARETTES

*In our recent survey among America's 2,000,000 Spud smokers, we found hundreds who light a cigarette the minute they wake up. Most of them are 2- and 3-pack-a-day smokers. They smoke Spuds, because, no matter when or how much they smoke, Spuds always leave a *moist-cool and comfortably clean taste!* The Axton-Fisher Tobacco Company, Inc., Louisville, Kentucky.

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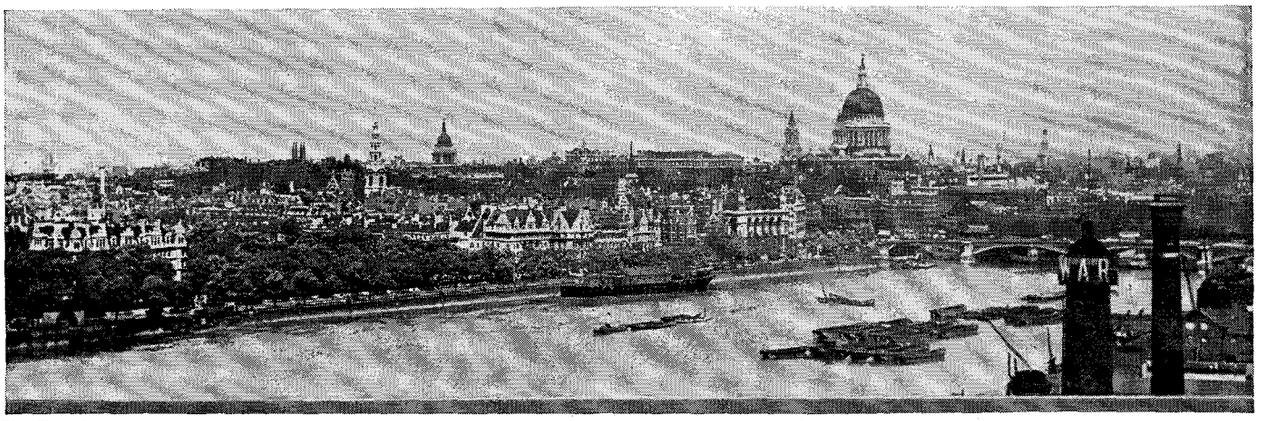

Wide World photograph

Where Sky-Scrapers Are Prohibited—the Sky-Line of London

Sky-Scrapers for London?

THERE ARE NONE THERE NOW; the law forbids. But Prof. C. H. Reilly, of Liverpool University's chair of architecture, pleads for a few.

Not very many; he doesn't want London to look like an "asparagus bed," which is a St. Louis architect's description of New York.

Just a few, scattered picturesquely here and there, to relieve the monotony of masses of low buildings, which he fears are submerging London in mediocrity.

Writes Professor Reilly in the continental edition of the London *Daily Mail:*

"It must be clear to all who have seen New York or any of the big American cities that the designers of our buildings work under restrictions as to height and other things from which American architects are free.

"I do not wish to advocate the right for every building to climb as near the sky as its owner wishes, even for the quarter of its site which the New York law allows. That would spell disaster with our narrow streets and with the sparse sunlight our latitude provides.

"It might, in London, double or treble our already almost insoluble traffic problem.

"Buildings a thousand feet high, as they have been putting up in America—having discovered how to run two lifts in one shaft—would overwhelm and destroy architecturally all we have inherited from the past. Even buildings of half that height, or as tall as the cross on St. Paul's Cathedral, would be unbearable, if we wish to maintain any of the outward forms of the civilization we have built up laboriously through so many centuries.

"On the other hand, if we maintain our fixt limit under the present building act of eighty feet in the vertical with an allowance of two extra stories in the roof, or set back within the lines of a roof, whole sections of our towns will gradually be rebuilt to that height, and a dull uniformity of sky-line result.

"Already one sees it coming in the west central districts of London, and the picturesqueness of the town, a quality in which it excels both Paris and Berlin, is fast disappearing. The spires and towers of the city churches, which used to give such varied sky-line, do not now tell to anything like the same extent above the new buildings already allowed by the present act. Some, indeed, like the fine tower near London Bridge but behind Adelaide House, are already three-quarters buried.

"What, then, is to take their place?

"Commercial buildings will not put up commensurate towers in these days for the ornament of the town as a whole. Such a proceeding, too, would be against the current of present-day architectural thought, which rightly concentrates on the building as an efficient machine for its purpose.

"It seems clear, therefore, that if we wish to keep the picturesqueness of London which has formed so great a proportion of its charm, we must allow certain buildings on special sites to go up higher than the general mass. A building ending the vista of a great street, like Bush House at the head of Kingsway, or one at some bend in the river, or facing in some dominant way across one of the parks, would be suitable."

Such permission, however, would have to be limited, he warns, so as not to destroy the scale of the town. He would not have the resulting building a Gulliver among the Lilliputians. The privilege to go up higher on an approved site should be bought from the community at a price, that is to say, extra rates should be charged.

Why Some People Crave Drink

FOUR REASONS why drunkards crave alcohol were stated by Dr. Alexander Baldie of London, in a recent address before the Paddington Medical Society of that city. Reports Dr. E. E. Free, in his *Week's Science* (New York):

"First of the four, and usually the most serious to overcome or remove, Dr. Baldie said, is the chemical influence which alcohol exerts on the utilization of food and the production of energy in the body. This varies with different individuals, and may be either good or bad. In either case, the whole chemistry of the body may become adjusted to the changed conditions caused by the alcohol.

"To stop drinking may cause serious distress until the former chemical conditions can be restored, if this is possible at all. All this usually is quite unknown to the drunkard. He merely feels extremely ill when the usual daily dose of alcohol is stopt. This necessity of changing the bodily chemistry is one reason, too, for tapering off slowly in curing a victim of chronic alcoholism.

"The second of Dr. Baldie's reasons for the drink craving is a conscious one.

"It is the marked contrast between the pleasant mental and emotional state which alcohol causes in many people and the unpleasant lassitude as the effect is wearing off.

"A third reason is mere automatic habit, like biting one's nails or smoking many cigarets. The victim craves a drink merely because he is accustomed to having one. To break the habit even for a few days is enough to cure this.

"Finally, some people misinterpret normal thirst or fatigue, and imagine that their bodies demand alcohol when the real necessities are merely plain water or a rest."

Death Busiest at Night

THE question of the time of day at which most deaths occur has engaged the attention of the French scientist, Lavastine, we are told in the *Neues Wiener Journal* (Vienna). We read:

"On the strength of carefully collected statistical material Lavastine has come to the conclusion that the predominant majority of deaths occur at night.

"Most people die during the time of sleep, between seven o'clock in the evening and six in the morning. More rarely death occurs in the hours which man usually spends awake. Thus Lavastine observed last year that in the hospital under his direction about 120 patients died at night, whereas according to the records only sixty-eight deaths occurred in the daytime.

"It is interesting that the French scientist, altho he expressly emphasizes his rejection of astrology, traces this back to cosmic influences, still unknown to us.

"Moreover, he has also concerned himself with the problem of the hour of birth, and has collected extensive material from the memoranda of Parisian hospitals for women. Here, too, it may be proven from statistics that the number of births in nighttime is much larger than by day."

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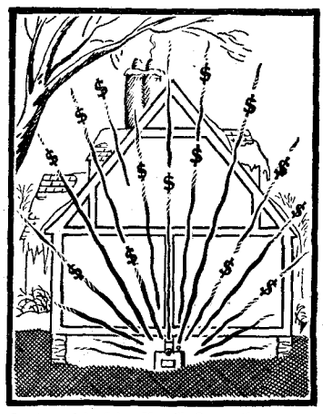
Pointers for Those Who Build

(10) Insulation Means Economy, Comfort

MR. AND MRS. NEWLYWED were discussing the new home. Their architect was "talking turkey" about the need of thermal insulation.

"What do you mean by insulation?" asked Mrs. N. "I thought that was something they put on telegraph-poles."

The architect gave her a pitying glance. "In plain words, madam," he replied, "thermal insulation for your house means building into it a barrier against the attacks of winter's cold and summer's heat. This means your husband will have a yearly saving on his fuel bills, and you won't have a bake-oven to exist in when there are hot spells."



Courtesy of the Johns-Manville Corporation

In Winter

The uninsulated house lets the fuel dollars escape.

A clear picture of the results of insulation is presented by the Bureau of Standards, United States Department of Commerce, in its Circular No. 376, "Thermal Insulation of Buildings." Basing its figures on an average insulating material put into the ordinary home not insulated or weather-stript—it states that:

Adding one-half inch insulation saves 20 to 30 per cent. fuel.

Adding one inch insulation saves 30 to 40 per cent. fuel.

If the house is weather-stript, too, insulation accomplishes an even greater saving in fuel, ranging, according to government figures, from 25 to 45 per cent.

IN his book, "Why You Should Insulate Your Home," G. D. Mallory of the Department of the Interior, Canada, says that: "If all the residential buildings in Canada were properly insulated against loss of heat, an annual saving of at least thirty million dollars would result."

For summer comfort insulation means making the rooms about ten degrees cooler than in the uninsulated home.

With this proof we may turn to the wide choice of products:

"All thermal insulating materials now on the market are one of three types," says a writer in *The American Builder and Building Age:*

"These are: Rigid Board Materials; Flexible Blanket Materials; and Loose Fill Materials.

"The rigid boards are all composed of fibrous or granulated materials which have been comprest or felted into sheets or boards, more or less resembling lumber in appearance and general characteristics.

"Under the heading flexible blankets is a smaller group of products which, in general, are made somewhat like an ordinary bed comfort. They are composed of the various fibrous materials which, instead of being felted or comprest in board form, are matted between sheets of heavy paper of the kraft type.

"The loose fill materials are all made from cork or from mineral substances, mineral wool, or ground or flaky gypsum."

GOVERNMENT tests show that heat-resisting materials having minute air spaces or cells provide the greatest amount of insulation, while the Bureau of Standards' Circular No. 376 says:

"From the point of view of insulation only, the most important question is the thickness of insulating material to be applied, rather than what material to select, provided the choice is restricted to the class of cellular or fibrous materials."

While insulation is necessary for side walls, it is even more important for roofs which are the greatest source of winter-heat loss and summer-heat gain. Continues the writer above quoted:

"Due to the rapid developments in this field, there has been, and still is, a certain amount of confusion and inaccuracy in the use of the term insulation. Speaking accurately, there are two kinds of insulation. These are thermal insulation and sound insulation. Acoustical treatment, which is frequently confused with insulation, is not insulation at all. The confusion arises to a large extent from the fact that many of the thermal insulating products are also used for acoustical treatment.

"Thermal insulation is concerned with the problem of reducing the transfer of heat from one region to another, as, for example, from the interior of the house to the outdoors, in cold weather. Sound insulation is concerned with the transfer of sound from one region to another, as from one room to another or from the outside to the interior of a building. Acoustical treatment is concerned with the reduction of noise due to the reverberation of sound within an enclosed space or room. Each of these problems is separate and distinct, and should be so treated in both discussion and practise."

While thermal insulation is a vital consideration in building the new home, it is possible to realize its benefits by application to houses already built, but deficient in this respect.

Various types of modern weather-stripping may be applied to windows and doors not already thus protected.

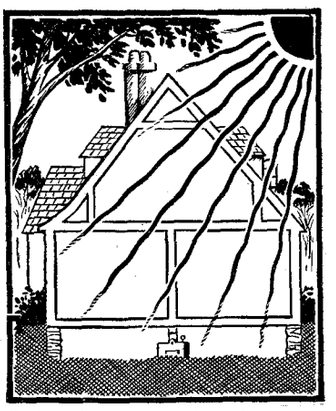
Interior spaces admitting cold air in winter and hot in summer may be closed. One manufacturer, at least, has perfected equipment for blowing loose-fill insulation material by comprest air into the walls of the house between sheathing and plaster lath, with roof and attic floor similarly treated. This method is applicable to all types of houses, and its initial expense is more than covered by the fuel savings resulting

For thermal and sound insulation as well as for acoustical treatment the building-material market provides a large selection of effective products.

No High-Speed Limit, Says Tesla

SPEEDS GREATER THAN THAT OF LIGHT, which are deemed impossible by the Einstein theory of relativity, have been produced by Dr. Nikola Tesla, it is asserted by Dr. Tesla in an interview with Hugo Gernsback, published in *Everyday Science and Mechanics* (New York).

Asserting that the Einstein theory is in many respects erroneous, Dr. Tesla stated that as early as 1900, in his patent 787,412, he showed that the current of his radio-power transmitter had passed over the earth's surface with a speed of 292,830 miles a second. The highest possible speed in the universe according to the Einstein theory is that of light, 186,300 miles a second. Mr. Gernsback adds:



Courtesy of the Johns-Manville Corporation

In Summer

The uninsulated house lets Old Sol do his deadly work.

"Dr. Tesla informs me further that he knows of speeds several times greater than that of light; and he has designed apparatus with which he expects to project so-called electrons with a speed equal to twice that of light.

"It is one of the principal tenets of the relativity theory that the mass of a body increases with its speed, and would become infinite at the speed of light. Therefore no speeds greater than light are possible."

Tesla also disagrees with the part of the Einstein theory which states that the mass of an object increases with its speed. The mass of a body is unalterable, contends Dr. Tesla, according to the article, "otherwise energy could be produced from nothing, since the kinetic energy acquired in the fall of a body would be greater than that necessary to lift it at a small velocity."

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Doolittle Does a Little More

"VIVA DOOLITTLE!" cried the Mexicans, with a rich variety of pronunciations.

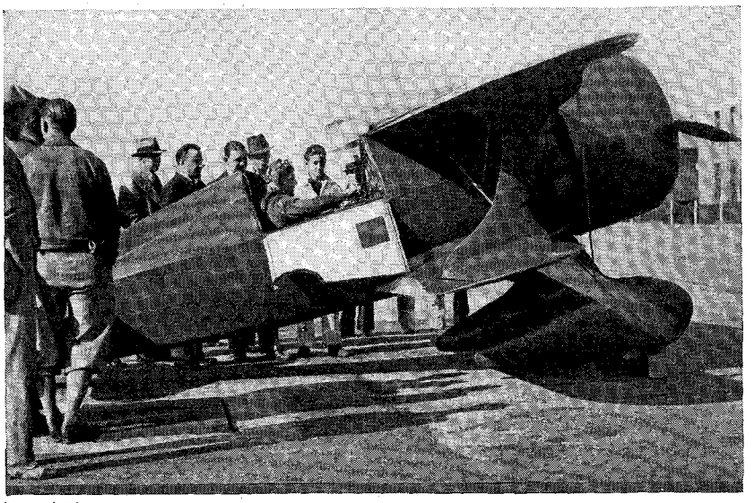
Yes, the flying Major had done it again, higher, wider, and handsomer than ever.

In the dark hour before the dawn he had taken off from Rockcliffe airdrome, in Ottawa, lighted on his way by the headlights of automobiles.

He had gone volleying southward in the stout little plane he calls his "baby power-house." Landing briefly at Washington, Birmingham, and Corpus Christi on the way, he made Mexico City at 5:16 o'clock, Eastern Standard time, or 3:16 o'clock by the clocks of that city. He had been in the capitals of three nations between morning and night.

His total elapsed time, which establishes the first record for the tri-capital flight, was twelve hours and thirty-six minutes; his actual flying time was eleven hours and forty-five minutes. Estimates of his average speed vary in different dispatches. They range from 204 to 235 miles per hour.

Major Doolittle took off from Ottawa at 4:40 o'clock and touched Washington at 7. As he scudded southward, according to the New York *Times*, he saw "the whole kaleidoscope of a continent. Skirting the shores of Lake Ontario he crossed the heart of the Empire State, hurdled the Alleghanies, soared above the Blue Ridge and the Great Smokies, spanned the Mississippi near its mouth, and, roaring over the bayou country and the long reach of the Gulf, set down his wheels amid the mountains that ring Valbuena Field."



International

All Set for a New Scurry Over the Map

Major Doolittle and His Winged Horse That Never Wearies.

THUS the Major, whose previous exploits were discust in THE DIGEST a few weeks ago, seems to be keeping well up with his rival, Captain Hawks, another of our celebrated speed merchants. This tri-capital feat of Doolittle recalls a similar one by Hawks in Europe earlier this year.

The Ottawa-Washington-Mexico City flight, started with little or no advance publicity, might be called merely a stunt, without permanent value to aviation. But, possibly anticipating such an objection, *The Times* defends such feats, saying:

> Speed flights have more than a spectacular meaning.
>
> The lessons of design both for plane and engine are quickly applied in military and commercial types.
>
> The British combat planes, which Washington dispatches say are to be emulated in our own air service, owe their speed to the Schneider Cup planes of 1929. Already the teachings of this year's Schneider Cup winner, with a motor developing 2,300 horse-power at a weight of only three-quarters of a pound per horse-power, are being applied in a far different field.
>
> Motors of more than 1,200 horse-power are being built into a British flying boat to outdo the *Do-X* in load carrying. New propeller design, chemical cooling and air-cooled engines in line promise speeds yet untouched.
>
> On the human side, speed pilots such as Major Doolittle, Captain Hawks, and Lieutenant Williams and, across the seas, Flight Lieutenant Stainforth, who reached 408 miles an hour in his racer, have learned that skill can avoid the "blacking out" of vision which comes from the effect of centrifugal force on the blood.

On his Ottawa-Washington-Mexico City flight, Major Doolittle used the same little green Wasp Laird racer with which he crossed the country September 4, in eleven hours and sixteen minutes, breaking Capt. Frank M. Hawks's record by an hour, we read elsewhere in *The Times*, and continue:

> Major Doolittle's plane is a small biplane with a wing span of about eighteen feet. Its motor is a special Wasp Junior with high compression pistons and a supercharger which raises its normal 300 horse-power to something like 540 horse-power.
>
> Major Doolittle averaged 232 miles an hour on his transcontinental flight of 2,510 miles. He had the benefit of some helping winds, but he also fought his way through several violent storms.
>
> There has never been a record established for the Ottawa-Washington - Mexico City flight before. Col. Charles A. Lindbergh, flying non-stop from Washington to Mexico City in December, 1927, in his *Spirit of St. Louis*, made the hop in twenty-seven hours. He went astray, however, and was lost for several hours among the high mountain peaks surrounding the Mexican capital.

AFTER leaving Ottawa at 4:40 o'clock in the morning, Major Doolittle stopt at Washington at 7, at Birmingham at 10:29, and at Corpus Christi at 2:10, we read in *The Sun's* exciting and colorful account of the flight. In continuing we must bear in mind that the narrative was written while Major Doolittle was still in the air:

> He stayed twenty-eight minutes at Washington, filling his plane with gasoline and oil and taking time out for a hearty breakfast. At Birmingham he was one minute ahead of schedule, and stayed in the cockpit while 100 gallons of fuel were poured into the tanks.
>
> He was on the ground for only seven minutes.
>
> The Major then was keeping up an average speed of better than 200 miles an hour. He was slightly under that in coming down from Ottawa in the early morning half light, and made the 462 miles in 2 hours and 20 minutes. He did better, about 210 miles an hour, from Washington to Birmingham, however—640 miles in 2 hours and 59 minutes. He covered about 1,000 miles in 5 hours and 24 minutes.
>
> The Major flew up to Ottawa from Roosevelt Field yesterday morning, and got a good night's sleep in the Canadian capital. He was awakened at 3 o'clock this morning, had a light breakfast, and by 3:30 o'clock was being driven out to the Rockcliffe airdrome.
>
> The Canadian weather observatories reported good flying conditions below Ottawa, but Major Doolittle put in a long-distance telephone call to the Weather Bureau at Washington and got encouraging reports for points along his entire route.
>
> "There's no alibi in weather like this!" he told the pilots at the Ottawa air station as he warmed up his motor.
>
> It was pitch dark at the flying field, and for some reason the floodlights could not be turned on for him. Two or three station officers ran out their automobiles and set them down the field to throw what dim illumination they could over the cinders.
>
> At 4:35 o'clock the Major decided his plane was warm enough;

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then he climbed in, swung the machine around, and shot down the runway into the air at exactly 4:40 A. M.

The stars were clear and bright in the frosty morning air, and dawn was almost an hour away.

He took no food with him, for he was to have breakfast in Washington, and he had only ninety gallons of gasoline.

Word that he was on his way was flashed from Rockcliffe Field to Bolling Field, Washington, and the field staff there were ready to receive him around 7 o'clock.

They heard his plane circling over the field a few minutes before the hour, but a thick blanket of fog prest down hard and the Major was afraid to make the drop. He flew a short distance across the capital to the Hoover airport, where the fog was thinner, and came to a bumping stop there just at 7 o'clock.

He had a leisurely breakfast at a restaurant on the edge of the field while his plane was being refilled with oil and gasoline, and at 7:28 o'clock he was off again for Birmingham.

A CROWD of almost 2,000, including many members of the American colony, watched Doolittle's arrival, as he dashed overhead like a bullet at the conclusion of the dawn-to-dusk flight. Says *The Times*, as we read on:

Col. Roberto C. Fierro, head of the Mexican Civil Aviation Department, and his staff officially welcomed Major Doolittle, while the members of the United States Embassy staff, including Stanley Hawks, second secretary, and Joseph Satterthwaite, third secretary, greeted the flyer in an unofficial capacity.

"Viva Doolittle!" shouted the crowd as cameras clicked and reporters fired questions at the flyer. He handed your correspondent a copy of the Ottawa *Citizen*, saying, "Here is this morning's Canadian paper."

"I'm not very tired, but I'm pretty well gassed," Major Doolittle said as he climbed out of the plane, explaining that carbon-monoxid gas had been leaking from the motor. "What fatigue I feel is probably due to lack of sleep. I was thinking last night and could not sleep."

Major Doolittle then turned to Colonel Fierro and asked whether he could get brandy somewhere, and the crowd laughed.

Stop and Go Signals of the Aerial Traffic Cop

THE PLANE WAS "SWOOPING down like a hawk," headed straight for the lithe, bronzed young man under the big black-and-chrome-yellow umbrella. An inexperienced pilot was at the controls of the plane, and he was not looking over the side of his cockpit, as pilots usually do when making a landing.

So the young man under the umbrella came out from under it and, as he exprest it later, "made fifty yards in nothing flat."

This was one of the more exciting passages in the career of Archie League, the uniformless, badgeless traffic cop, who has his office in a wheelbarrow. The anecdote is related by Hamilton Thornton in the St. Louis *Globe-Democrat* Magazine.

Officer League's official title is field traffic dispatcher at Lambert Field, St. Louis, one of the larger and more important airports in the country.

Altho League has no badge, and no more uniform than the average young man you see on the street seven days a week, "he is vested with a good deal of authority. Pilots who do not behave and comply with his flag-waving instructions get tickets much in the same manner obstreperous motorists get theirs on the boulevards of St. Louis." So Mr. Thornton tells us in *The Globe-Democrat*, and continues:

Only, as Officer League obviously can not hike after a pilot who is gunning his machine off the ground, the summons is presented direct to the judge, who in this case is O. R. Parks, field manager.

Three violations entered on the judge's "blotter," haul the pilot on the carpet, and unless a monumental lot of explanation is forthcoming, the flyer is suspended for a day, a week, two weeks, according to the decision of "Judge" Parks.

If the pilot gets naughty and persists in flouting traffic signals, he can be ruled off the field permanently.

Not a plane can leave the port unless it gets League's signal. If he waves his red banner, every plane on the ground must stop immediately; Arch is making provision for an incoming ship which must have an unobstructed landing lane. Descending planes always have the right of way.

"Because," explains Arch League, "we never know how badly they need to come down. There are two flags, a white-and-black checkered one, which is a 'Go' sign; and the red one, a 'Stop' signal. In this manner I can control all planes on the ground. The flyers are instructed to obey the flags and they do it pretty regularly."

A DEEPLY bronzed young man of twenty-four years is this aerial policeman, we are informed as we read on:

Light brown hair has been burned almost to a chestnut shade by torrid summer suns, his face looks like the aftermath of a tropic expedition, and his eyes are clear with the clearness of men accustomed to look down the wind. Wind and sun and fresh air have given him a sturdy, decidedly out-of-doors appearance.

Winter, summer, spring, and fall, Officer League sticks to his post on the field from about 8:30 A. M. until 5 or 6 P. M. He hasn't missed a day yet, despite the frequent harsh usage to which the weather man subjects him.

This aerial traffic director does not have a one-spot assignment. The work keeps him on a continual jump, we are told:

"I'm on duty before the first plane takes off in the morning here," he says. "That's the Omaha mail, which pulls out at 8:45 o'clock. Quitting time is usually 4:45 o'clock in the evening, except on Sundays when traffic is extra heavy.

"Ever cold out here? Like a Wilkins polar expedition sometimes. I couldn't say how cold it does get; somewhere around fifteen or twenty degrees below zero, I guess. In the winter I wear a fleece-lined pilot's suit, a couple of pairs of socks, fleece-lined moccasins, and over them a pair of four-buckle Arctic boots. Oh, I manage to exist without too much discomfort.

"Frankly, I don't know how hot it gets. I did have a thermometer there under my umbrella. It only registered up to 125 degrees, and when the heat ran higher it broke."

Altho Arch League finds no use for a badge or a night stick in the course of his policing duties, he has in addition to his flags a unique little outfit he designed and built himself.

To a wheelbarrow he has affixt his umbrella, and into this barrow he packs all the small duffle of his day's needs—his two flags, a camp chair, note pad, on which to list the names of rule violators and their planes.

There is also a lunch-box and a thermos water-jug he must carry with him, for on this job there is no such thing as lunch hour. He must grab his bite between planes.

The only other bit of paraphernalia is a large canvas T, which he lays out on the field on rainy days. This indicates to flyers where the dispatcher is and where the traffic lanes are on occasions when it is too dark to observe his bright-colored umbrella. That umbrella is painted black and crome yellow, hues described by the Department of Commerce to be most visible at distances.

He must move all over the field, his position being literally as vacillating as the winds. The reason is that all planes have to take off and land into the wind. As a consequence, Officer League takes up his post at the farthest end of the field facing the wind. Planes then taxi down to him, and he starts them with the whole length of the field in which to take off.

There have been days when Arch has had to make a complete circuit of the field two or three times, changing position some twenty-five or thirty times in the course of the round trips. It is quite necessary that his headquarters be easy to move.

All he has to do is roll up his flags, fold his stool, and begin trundling his barrow to the new location.

Officer League handles an average of 125 take-offs and landings every day. Every ship arriving or leaving must be guided by him. Incoming planes always figure on landing against the wind, and when they arrive at the field the pilots immediately search out the familiar black-and-chrome umbrella or League's great canvas T. They then begin their landings close to him, and ending up on the farther side of the field, whence they taxi over to their hangars.

Arch League has an airplane and engine mechanic's license, and a Department of Commerce pilot's license for private flying. That was given after ten hours' solo flying.

He is also an aerographer in the Naval Reserve, which has an aviation base at the municipal field. He explains that an aerographer is somewhat the same as meteorologist. Lieut. John W. Geppert of the Naval Reserve and League have written a volume called "The Transport Pilot's Manual on Aerial Navigation and Meteorology."

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Fixing Up the Family Bus for the Freezing Winds of Winter Days and Nights

NOW is the time for all good motorists to come to the aid of their cars with defensive preparations against General January and General February, not to mention Major-General December and Brigadier-General November.

According to an estimate of the American Automobile Association, there are 18,000,000 cars in areas affected by freezing temperature, and "millions of dollars can be saved by motorists this winter if attention is paid at this time to the adjustment of their engines for cold weather," remarks Charles M. Sievert, automobile editor of the New York *World-Telegram*.

At the same time it is shown, he continues, that $50,000,000 can be diverted to business channels through winter preparation of cars now, for "the cooling system has proved the most costly part of the engine to neglect."

Any automobile should operate efficiently in the coldest winter weather, declares William Ullman in the New York *Times*. He goes on to mention some of the difficulties that lie in wait for the motorist who fails to make his car ready for the change of season:

Hard starting, lack of power, excessive oil and fuel consumption, diminished safety, increased wear and tear upon the car—all have their roots in the soil of warm-weather adjustments that simply will not work when the temperature is low.

The most common and painful of the difficulties that Winter tosses into the motorist's path is hard starting.

Hard starting is the product of a combination of circumstances, not the least of which is mechanical condition.

Even if the motorist uses a reasonably volatile fuel and an oil with a low pour or cold test, he still will not get easy starting without attention to other aspects of the problem.

First, he must see that the battery is powerful enough to spin the engine at a rate that will draw fuel into the cylinders and provide a spark of sufficient intensity to fire the mixture. Powerful or fully charged batteries will not freeze before the thermometer goes down to 85 degrees below zero. This is another reason for having the battery brought up to full strength.

As to the spark plugs themselves, they may or may not need replacement. The gaps, in any case, should be set to the width prescribed. Both electrodes and porcelain insulators of the plugs should be cleaned.

THE owner of the more modern car will have little to do in respect to adjusting carburetion to winter conditions, this authority reassures us. Hence:

Primers and fumers, which help to break up the cold fuel, need little attention. The same may be said for carbureter heat-control devices. They go along from season to season without giving any trouble.

The car owner also should make certain that the carbureter is adjusted for a richer mixture, and that the accelerating pump adjustment is set for "winter" if such an adjustment is provided. A few drops of light machine oil on the choke control button will make it easier to operate.

There is but one more of the trio of systems that serve the engine to which the owner need attend. That is the cooling system. Before any antifreeze is added the system should be drained and flushed with a solution of one pound of sal-soda to three or four gallons of water. The engine should be run and the solution circulated thoroughly for about ten minutes. Then the cleaning solution should be drained and the system flushed with clear water for several minutes with the engine running.

If the car has a thermostat in the upper hose connection the owner should make certain that the unit is in good condition. If the car is fitted with an automatic radiator shutter the thermostat controls it, and it is particularly important that it be working fully and freely.

AFTER the engine has been properly adjusted there is the question of the changes that must be made in its diet, Mr. Ullman continues:

Oil is a more important factor in easy starting than many car owners realize. In Winter it is especially important for the motorist to use the exact grade of lubricant, by viscosity number, recommended by the car maker and refiner.

As to gasoline, the motorist may not need the most volatile, but a fuel with a high starting volatility makes a conspicuously noticeable difference in starting, and it also reduces oil dilution.

Whether or not the motorist should drain and refill transmission and differential depends somewhat upon the age of his car. In the case of some of the later models, makers advise against having these units drained at any time. If the motorist has any doubt on the subject he will find the point covered in the instruction book that came with his car, or his dealer can inform him.

Preparation of the car from the standpoint of safety involves, first of all, having the brakes equalized. At the same time the motorist will find equalization aided if he matches tires of equal wear on the front and rear wheels.

Excessive play in the steering mechanism or wear in any of the parts creates a skidding hazard, one of the worst kind.

Owners of older cars especially should make certain that king pins are not so seriously worn as to need replacement. In cars of every age front-wheel bearings should be tightened, wheel alinement corrected, and spring clips drawn up tightly.

One of the most important of the car's safety features is the windshield wiper. The best wiper will not remove a heavy fall of wet snow, but the worst will not even make a start in this direction. Defective connections between the wiper and the intake manifold should be replaced, and blades that have lost their pliability should be discarded in favor of new ones.

A car heater is advocated by more than one writer on this seasonable subject. They argue that the extra expense of adding such an outfit to the family bus is paid for by the coziness it creates all winter long.

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Mr. Ullman, confining himself to "indispensable accessories," urges the necessity of chains, saying:

The motorist errs if he thinks he can get along without chains. No matter what his driving skill may be, it can not compensate for the difference between the friction provided by a chain and that provided by a wet tire on an icy or snow-covered road.

Another accessory that falls into the indispensable class is some sort of covering for the radiator. Even a piece of cardboard is preferable to nothing at all. It will help prevent the serious dangers that grow out of operating the engine at too low a temperature. A felt-lined hood is still more effective, and manually or automatically operated radiator shutters are the best possible protection.

Good Manners and Good Driving As the Safety Twins

NOT until *Alphonse* and *Gaston*, those courtly, deferential gentlemen who bowed, and scraped, and said "After you!" in yesterday's funny papers, buy automobiles, will driving become appreciably safer.

That is to say, when "good road manners are the rule rather than the exception," and when it is "bad form for a pedestrian or operator to be selfish, inconsiderate, or discourteous," may we expect "an appreciable reduction in the number of injuries and fatalities suffered in automobile accidents."

Thus August Vollmer, chief of police of Berkeley, California, in a press release from the National Conference on Street and Highway Safety.

Uniform traffic laws for the entire country would help a lot, too, in the opinion of Chief Vollmer, whose reputation as a criminologist is nation-wide, and who has conducted a course in police administration at the University of Chicago.

We must recognize, according to Chief Vollmer, "the limitation of the law of legislators, and the inevitability of the law of averages." They demonstrate "that reduction in accidents must be accomplished through education."

Operators and pedestrians alike, we read on, must become "accident conscious," and "be constantly aware of the dangers that are incident to increased use of automobiles on streets and highways."

With a definite percentage of inattentive, careless, selfish, or discourteous operators using the streets, the law of averages exacts a definite fixt toll, we are reminded as we pursue the exhortation:

Figures compiled by the National Safety Council show a gradual rise in deaths caused by automobile accidents, which have increased from approximately 12 deaths per 100,000 persons in 1920 to approximately 27 deaths per 100,000 persons in 1930.

The number of deaths per 100,000 registered automobiles from 1920 to 1930 ranged from 106 to 135, averaging for the period 119 deaths for every 100,000 cars.

This latter, obviously, is a more dependable figure than the one obtained by

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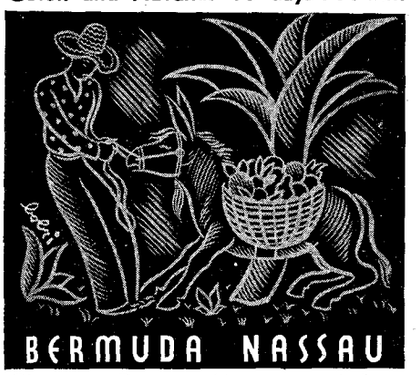

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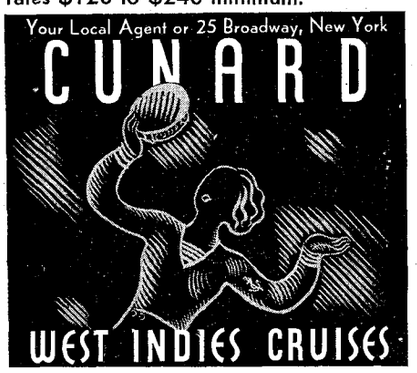

relating population to deaths by automobile accidents, and indicates that fatalities will rise with increased automobile registration.

Imposition of a gasoline tax in many of the States has made possible a more accurate figure for comparative studies of traffic accidents.

The data are available only for three years, but the tables compiled show that for every 10,000,000 gallons of gasoline consumed in this country, there are 21 deaths from accidents.

Recently, Chester Fiske, seeking a scientific method of factors involved in traffic accidents, devised a "Traffic Accident Index" based on traffic volume and the number of accidents.

By relating the number of accidents at a particular corner to the volume of traffic at that point a figure is obtained comparable with a like figure from any other similar location.

This traffic index is modified somewhat by other factors: For illustration, there is a slight increase in the accident index as the volume of pedestrian traffic increases, and a decrease as the relation of the vehicular to the pedestrian traffic increases.

The studies made by the National Safety Council and Mr. Fiske are aids to intelligent traffic regulation and control. They help to avoid the costly mistakes made in the past by most cities, and unnecessary expenditures of money for traffic regulation and control.

Manifestly, from the data, it is impossible for police departments to change the mental habits of the public through enforcement campaigns, but good road manners are dependent to a very large measure upon the uniform behavior of people who utilize the highways. This in turn is very largely dependent upon uniform legislation.

THE development of safe driving habits, that is, "fixt habits which compel the operator to act correctly in emergencies," are promoted to a very appreciable extent by "the necessity of conforming to fixt driving rules," says the Berkeley police head as he proceeds:

Where these rules change from city to city, and State to State; where passing street-cars is permitted in one city and prohibited in another; where signaling in one manner is required in one community and differently in another; where speed varies with the communities through which one passes, operators become confused and safe driving habits can not become established.

Automobile operators know no political boundaries, passing readily and easily from one city to another and from one State to the other. There are probably autos in each State from every State during all the months of the year, and continental driving is increasing yearly. Hence, the necessity for creating a uniform group of rules and regulations to govern the operation of vehicles on the highways in this country.

After all, we are all creatures of habit. While it is true that good habits are not easy to acquire under the most favorable circumstances, the inattentive, emotionally disturbed, distracted or confused driver, obedient to the habits which are firmly established, acts unconsciously but safely in emergencies. Hence, once good driving habits are acquired, they are very likely to add enormously to the safe driving qualities of the operator.

The Bold Plan for Boulder City

SIX optimistic barbers want to migrate to Uncle Sam's "laboratory Utopia" and compete for the hair-trimming business of men who, we are gravely assured, get to shave "on the average of once a week."

Nor is that all. Physicians want to go, too, to iron out the aches these men acquire in laboring their way through living rock.

Filling-station operators want to sell them gas for automobile rides across the Nevada desert, where the temperature thinks nothing of going to 100 or above. Which is something new in the Utopia line. Even specialty shop proprietors want to go along, to sell lingerie and silk stockings to the wives of the men who build Hoover Dam.

In short, the butcher, the baker, the candlestick-maker, and all the rest of them want to jump into Boulder City, the model town Uncle Sam is building to house the workers on this tremendous project which will stem the flow of the Colorado River on the Nevada-Arizona boundary. Six companies are concerned in building the dam. Boulder City is called a "laboratory Utopia," because all those planning problems that rise to vex other towns when it is too late to do anything about them, are believed to have been solved beforehand.

Some 4,000 persons have proved that the pioneer spirit is not dead in America by showing eagerness to dig for pay dirt in a weekly pay-roll of $100,000, we learn from Henry Pringle in *Collier's*.

Requests for permission to open businesses in Boulder City when it is ready to be lived in come pouring into the Las Vegas, Nevada, office of former Congressman Louis C. Cramton, who is in charge of the new municipality. Many inquiries for information come into THE DIGEST office. It is for the benefit of those who have asked us questions that we are quoting some paragraphs from Mr. Pringle's informative account.

FOR six long years, until 1938, according to Mr. Pringle, work will be humming at Hoover Dam, and near-by Boulder City will be populous with "laborers, engineers, sightseers, and Congressmen, traveling on government expense accounts to see that the appropriation of $165,000,000 is being wisely spent." But right at the moment we learn as we read on:

The Six Companies, moving fast in the firm intention of completing Hoover Dam ahead of schedule, have outstript the construction of the city.

Boulder City itself, with paved streets and churches, with a fire department, bus terminals, and a motion-picture theater, seems as improbable as a mirage.

In a year, however, it will have been built; new and shining, with a faint odor of paint, in the blue-white brilliance of the desert.

It will house most of the employees of the Big Six, and as many of their families as may decide to settle there. It will, if

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expectations are fulfilled, be slightly larger than Las Vegas; bigger than either Tonopah or Carson City, the State capital.

By 1938, however, the largest dam in the world will rise 732 feet above the riverbed. It will be 650 feet thick at the base and 45 feet at the top. It will contain enough concrete, 3,400,000 cubic yards, to build a highway from San Francisco to Chicago. The dam will form a lake 120 miles long and 70 feet deep, and from this giant will come irrigation water for 500,000 acres in Nevada, Arizona, and California, water for thirsty Los Angeles, and at least 500,000 horse-power in electricity.

The searing heat of the desert, the remoteness of the dam site from any center of population, and the length of time to be consumed in building Hoover Dam were the basic reasons for Boulder City.

Far from ideal, the temperature at this location was estimated to be from ten to twenty degrees lower than at the river. Thus, when the workmen return at the end of the day from the swelter of 125 degrees, they can relax in the cool of a mere 100.

A few of the men if they preferred, would be permitted to live in shacks on the river, but the contract with the Six Companies provided that 80 per cent. must live in Boulder City.

HAVING decided to build it, "Uncle Sam was not niggardly about the cost," some details of which Mr. Pringle next recites:

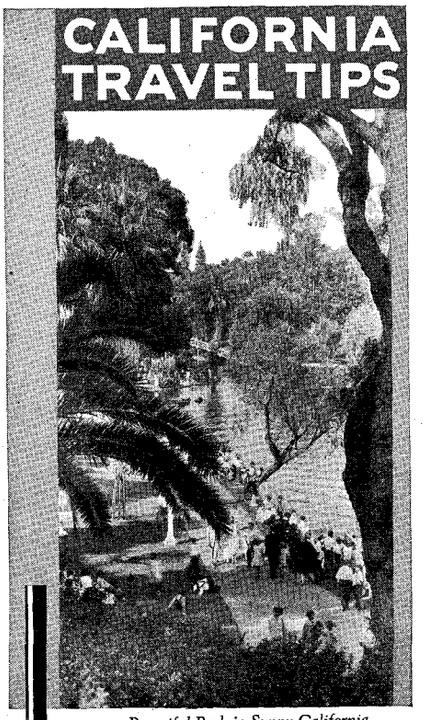
His share, which includes no buildings except the public ones, will be about $2,000,000. Almost $450,000, for example, will go for a water system; it will be necessary to pump water from the Colorado up a grade of 2,000 feet and across the seven miles of prairie. Before it can be used, the water will have to be filtered and purified. Paving the streets will come to $486,000. The sewerage system will cost $150,000 and the lighting system $51,000.

Buildings in the business section of Boulder City will be paid for by the merchants who use them. The Six Companies will erect their own structures, as will private individuals who desire to build homes. Except for accommodations for government employees concerned with the dam, Uncle Sam will rent land alone. The average rental for a business lot will be about $300 a year and for a residential lot $120.

Boulder City has been planned to the last detail—a sort of laboratory Utopia. The average city grows over a long period of time, from crossroads to hamlet, to town, and then to the status of a city. Its problems are always faced too late, and then changes are expensive. At Boulder City, such municipal worries as automobile parking, fire protection, industrial and residential zoning, parks and playgrounds, have been considered before a single street was surveyed.

Boulder City, according to Mr. Pringle's quotation of Mr. Cramton, will not "be a strait-laced community. We shall provide every legitimate amusement. There will be pool and billiard halls, and at least one good movie theater. Maybe there will be a swimming-pool, and perhaps we shall stage boxing matches—well-regulated, of course." The town will be under Federal rather than State government. Reading on:

Having first ordered that Boulder City should be dry, Secretary Wilbur made



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plans for its orderly growth. This, too, is part of the task faced by the merchants and professional men who may, at some future date, sing jovial songs at the luncheons of the Boulder City Rotary Club.

No one will be allowed in except on permit.

The merchants and professional men who qualify in Mr. Cramton's opinion will be granted permits. In general, two licenses will be issued in each classification, further to insure competition.

Among the fifty applicants who appear to have passed the preliminary tests, altho no final decisions have been made, are all the tradesmen required for a city of 5,000 or 6,000. By the end of this year there will doubtless be drug stores and filling stations, barber-shops, markets, automobile agencies, laundries, and radio-supply stores.

Uncle Sam is gambling that Boulder City will continue to flourish after the dam has been completed in 1938.

He assures himself that thousands of tourists will flock to Boulder City to see the greatest dam on earth. He knows that the road to be built across the top of the dam will be one of the routes by which east-and-west-bound automobile traffic will cross the Colorado River. The vast lake, to stretch for 120 miles, will in time have small excursion steamers on it, and it is not improbable that summer and winter resorts will spring up along the banks. A final possibility is that some large industry, seeing the advantages of the extremely cheap power which will be available in Boulder City, will locate there.

A Boost for the Air Mail

THE air mail always goes through. The dependability of this branch of the United States postal service has been so far advanced since its inauguration that at least one large user has found it possible to abandon "the practise of sending a duplicate of air mail by regular mail."

The air-mail patron in question is the Westinghouse Electric and Manufacturing Company. Its announcement is contained in an instruction memorandum sent out by F. A. Merrick, president.

Commenting on the memorandum and its significance, Mr. Merrick says, as quoted in a press release from the company:

Westinghouse sends out more than 1,000 pieces of air mail every month. Many of these envelopes contain numerous letters having the same destination. Improved air-mail service has reduced losses from accident to such a low percentage that confirming letters waste time, stationery, and postage.

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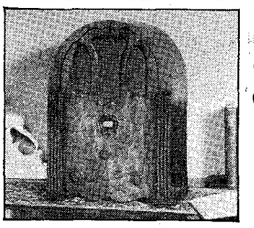

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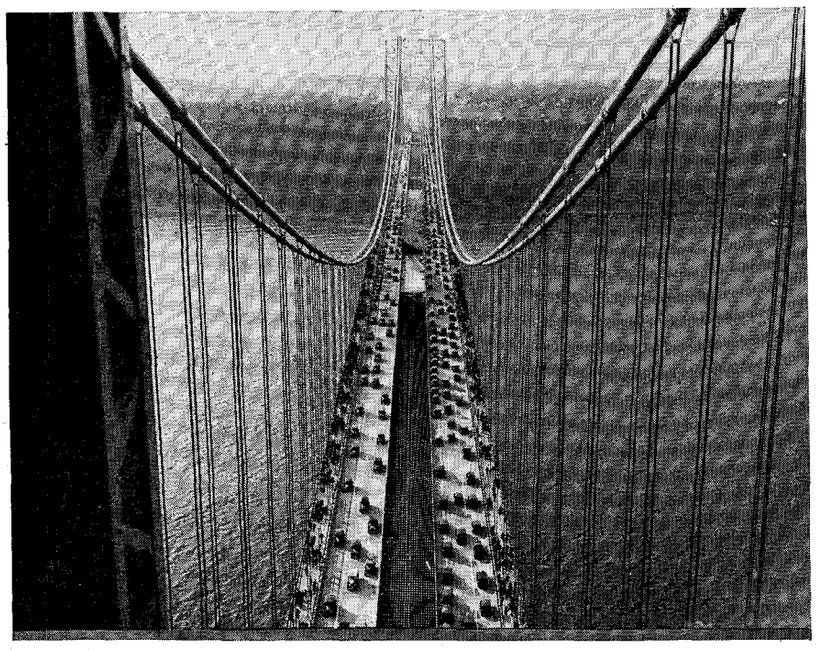
Turning the Autos Loose on a Motor-Age Bridge

TWO roller-skaters from the Bronx were on their marks, all set and ready to go.

The oratory ended. The police barrier was removed. The immense mob surged forward onto the vast spider web of steel—the bridge just dedicated and opened.

And out "from the jostling forefront of the crowd," according to the New York *Herald Tribune*, "shot the two boys on their roller skates, the first from Manhattan to reach the bridge.

"Behind them came a solid mass of men, women, and children, most of them weary and warm, and many of the children wailing in their perambulators or tugging resentfully at the hand which dragged them into honorable places in the first 5,000 or 6,000 to put foot upon the structure."



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A Few in the Big Parade of Sixty Thousand

This view reflects the eagerness of New York and New Jersey motorists to be among the first to cross the George Washington Bridge.

Thus was opened to the public the new $60,000,000 George Washington Bridge, with a span of 3,500 feet over the majestic Hudson. It is the longest suspension span in the world, and links Manhattan Island with New Jersey. It was designed by Othmar Hermann Ammann, chief engineer of bridges of the Port of New York Authority.

AND after the pedestrians, who were accorded the first look, came, the morning after the opening, the motorists for whom the great structure was erected. This was a Sunday, and all the world and his wife, it seemed, motored out to try the new span and set a traffic record. Sixty thousand or more motor-cars crossed the bridge in the first twenty-four hours, we read, which puts the Holland Tunnel, former champion traffic artery, in second place.

The George Washington Bridge is a different sort of a bridge, according to Lloyd Jacquet in *The Herald Tribune*, in that "it was the first bridge in the Manhattan area—a locality specially suited to bridge development—to be designed exclusively for the needs of automobile traffic. All of the preparation has been to that end—the approaches, the width of its main driveway, the elaborate traffic-handling precautions—all point to its tremendous traffic-moving possibilities."

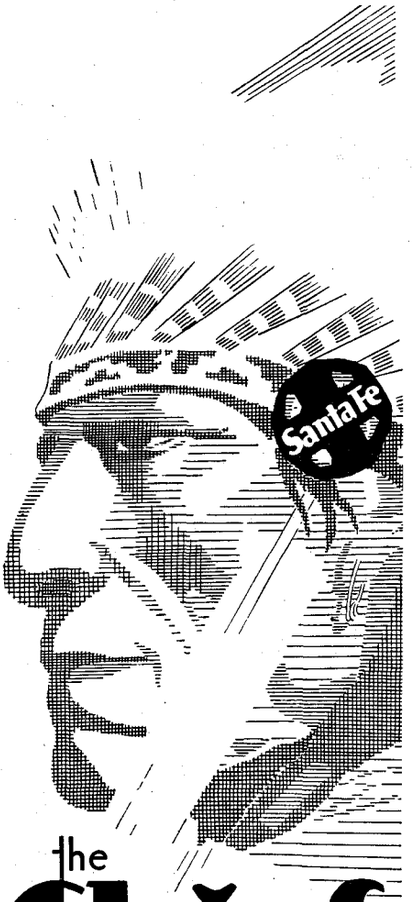
THE bridge took four and one-half years to build, and is owned and operated by the Port of New York Authority.

It is, according to the New York *Times*, "of the suspension type, and is an important link in the comprehensive development of the transportation facilities of the port of New York. It provides direct and expeditious access from Northern New Jersey and the portions of New York State west of the Hudson River to New York City, and serves traffic between New England and the Atlantic seaboard, affording a route that avoids the more congested sections of New York City. In conjunction with the Triborough Bridge across the East River, it will establish a new highway between Long Island and New Jersey."

THE first day's traffic over the span justified those who designed and built it for the motor age. The scene has seldom been duplicated, according to Ishbel Ross, who writes in *The Herald Tribune:*

Riverside Drive, Broadway, and the Jersey approaches were solid masses of motor-cars for miles in either direction during the afternoon.

Visitors came from all quarters to view the shining structure that links upper Manhattan and the Jersey shore. They



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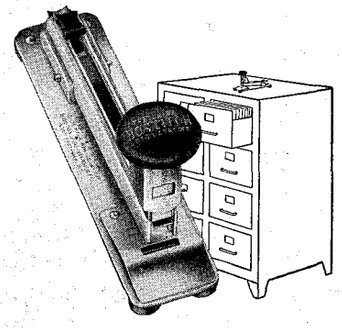

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tramped across the bridge like an army, with cameras, knapsacks, picnic baskets, alpenstocks, and a jargon of tongues.

A solitary horseman clattered across among the early cars, and a cripple wheeled himself over the bridge on a hand-propelled truck, accompanied by a police dog.

Six lanes of motor traffic moved ceaselessly over the bridge. Pedestrian traffic reached its height just after five o'clock, as the sun sank in a blaze of gold and crimson behind the Palisades and a full moon sailed into view over the rooftops of Washington Heights.

The Holland Tunnel, which held the record for vehicular traffic until now, was definitely relegated to second place. Last Easter Sunday, which marked the peak in tunnel statistics, a total of 58,000 cars went through.

Up to five o'clock that first day, 45,800 automobiles had swept under the glinting arches of the bridge. By midnight the total was 55,523, and the stream later passed the 60,000 mark. But the automobile traffic flowed more smoothly than the pedestrian, which clogged the toll gates at either side, and moved at a snail's pace through the cage-like stairways leading down to the street.

As the traffic intensified during the afternoon, the Port Authority and metropolitan police ordered automobile drivers to speed their cars to thirty-five miles an hour, as there was a waiting line as far as Broadway, about five blocks from the bridge approach. Sixty-five Port Authority police were on duty, and between seventy-five and a hundred traffic policemen kept things moving.

At two o'clock in the afternoon it was found necessary to open two extra toll houses, making a total of sixteen in operation. Eventually there will be thirty-four toll houses.

The peak load of automobile traffic was between three and four o'clock, when 7,000 cars passed through. Traffic was so heavy between three and six o'clock that it was necessary to close the entrance gates at the Fort Lee end of the bridge five times to give the toll collectors time to catch up with the traffic. The automobile lines stretched for miles over a network of roads. The traffic was said to be unprecedented in this area.

THERE are two separate roadways, "one for east and one for west bound traffic. Provision is also made for four additional lanes and rapid transit when needed," according to *The Times*, which continues:

Toll booths are located on the New Jersey side of the bridge. It is estimated that more than 60,000,000 vehicles will use the bridge in the first year of its operation.

There are many interesting statistics regarding the world's largest suspension bridge. The two giant towers are approximately 635 feet high, 40,000 tons of steel were used in their construction, and more than 1,000,000 rivets were used.

The block of masonry forming the anchorage for the cables on the New York side weighs 260,000 tons. On the New Jersey side the anchorage is in the Palisades.

The specified strength of wire used in the cables called for a minimum of 220,000 pounds per square inch. The diameter of each wire is .0196 inches. There are 26,474 wires in each cable, and there are four cables. The weight of each cable wire is 28,450 tons.

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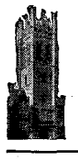

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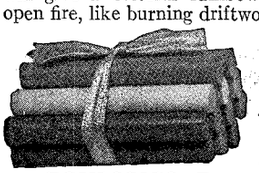

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No statement of the height of the towers is exact unless the temperature is specified. The height varies with the temperature. Above water the towers are 635 feet high. The height of the steel work is 593 feet at 70 degrees temperature, but it varies five and a half inches between ten degrees below zero and 90 degrees above. The towers are constructed to carry a total vertical load per tower of 140,000 tons.

More than 5,000 rivets a day were driven as the steel structure was put up. In the towers 950,000 rivets were driven, while 312,500 rivets went into the spans.

The first of the steel for the towers was set on August 6, 1928. The towers were turned over to the cable contractor on June 19, 1929.

Expect 2,500,000 New American Cars in 1932, says Citröen

"ACTUALLY no poor people." "All the good workmen employed."

Such were some of the impressions voiced by André Citröen, the French automobile manufacturer, after a visit to Detroit.

Mr. Citröen is a lavish producer and advertiser of his popular product. He created a sensation a year or two ago by having his name blaze out in huge illuminated letters on the Eiffel Tower.

Reports of the repressed economic condition of the United States have been "greatly exaggerated," he assured a New York *Times* reporter on the eve of his departure after a brief visit to this country. He was advancing his farewell by one week in order to accompany his friend, Premier Pierre Laval, on the *Ile de France*.

The United States, "so rich and so well organized," *The Times* quotes him as declaring, is in a better financial condition than any other nation. Of his visit we are told:

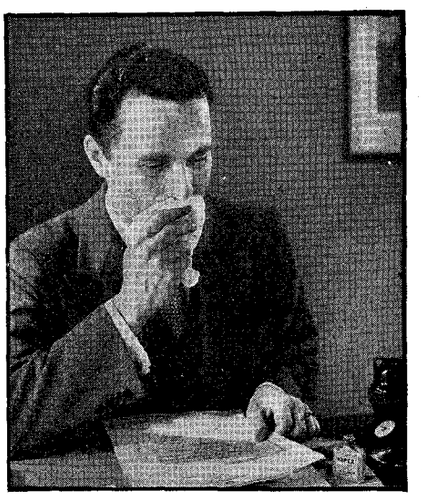
He spoke at the conference of major industries at Columbia University, inspected the Ford and General Motors plants in Detroit, discust business conditions with many of the leaders in the automotive and other industries, and saw at first hand in New York, Philadelphia, and elsewhere the inner works of American business.

He returned from Detroit accompanied by his wife, and exprest himself as particularly pleased with conditions in the American automobile industry, and predicted that the output of all American factories would increase to between 2,500,000 and 3,000,000 cars in 1932.

Mr. Citröen said he had found the American automobile plants in a better condition—because of the depression and the consequent decreased output—now than they were in the boom years.

The lull in manufacturing had given them a chance, he explained, to equip their plants with new and better machinery, to develop new and better models with new bodies, and to conduct in their laboratories experiments tending toward still finer productions.

These improvements, together with the lessening of overhead costs, brought about by increasing the efficiency of the plants, have helped to make Mr. Citröen "very



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A Little Jumping Goat Gave Its Name to

TAXICAB

Taxicab is an abbreviation of *taximeter-cabriolet* — a vehicle carrying an instrument for automatically registering the fare. Before the days of the automobile, a *cabriolet* was a light, two-wheeled, horse-drawn carriage. The name *cabriolet* is the diminutive of the French *cabriole*, meaning "a leap" like that of a goat, and was applied to this type of carriage because of its light, bounding motion. *Cabriole* came from the Italian *capriola* meaning "a somersault," from Latin *caper* "a he-goat," *capra* "a she-goat." There are thousands of such stories about the origins of English words in

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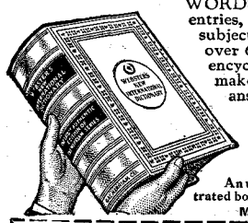

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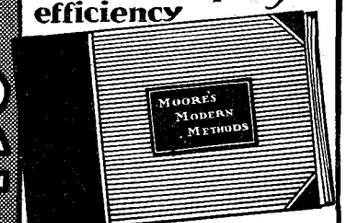

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well disposed toward the future of the business," he said. With "no debts and many assets," even if the depression were to continue, the industry would find itself in a better and better condition, he declared.

"The only question is: 'Are you well equipped to manufacture cars?'" Mr. Citröen phrased it.

"I learned," he continued, "that the three biggest companies—Ford, General Motors, and Chrysler—have $700,000,000 cash assets combined—or so I was told. In addition, the drop in business has given the dealers a chance to dispose of older models, and it was estimated that there are now only 200,000 to 300,000 cars in stock to dealers—much less than when the depression started.

"What will be the outcome? I don't think production figures will go up quite as much as before, but I believe that in 1932 the United States will manufacture between 2,500,000 and 3,000,000 cars."

Mr. Citröen said that he had found in Detroit there was little actual unemployment. Conditions here are not comparable with conditions in England, Germany, or in other places on the European Continent, he declared, and to illustrate his contention that reports of the country's financial plight had been greatly exaggerated—at least in reports to the Continental press—he pointed to the vast amount of new construction taking place.

Where Balloon Tires Before Long Will Replace Camels

"KOOSH!"

The young police camel sinks down at this peremptory command. A double hitch is passed over its forelegs, because you never know what will happen next, even with this well-trained South African-bred beast.

Controlled by a thin cord attached to pegs through the nose, the police camel is saddled with an ordinary horse saddle with iron spurs.

How that camel protests as the heavy load goes on his back! He coughs! He grunts; viciously he bites anybody or anything he can sink his ugly teeth into. And then the punishment is the heaviest load of all. No wonder, W. L. Speight of Cape Town tells us, that the police camel's days are numbered; and that the police that patrol the vast Kalahari Desert of South West Africa—a region more extensive than all of old England—will soon be driving motor-vehicles with balloon tires.

Writing in *The Empire Review* (London), Mr. Speight describes the unpleasant sensation of riding camelback in the middle of an African desert:

The South African-bred police camel is smaller than that of North Africa and Asia Minor, but is a much hardier type.

Many months pass before it is sufficiently well trained to sink at the command "Koosh" and allow the rider to mount or dismount.

But, even with trained camels, one never knows what will happen next.

Some days they are not disposed to move; on others, they are inclined to bite any one within reach, a dangerous busi-

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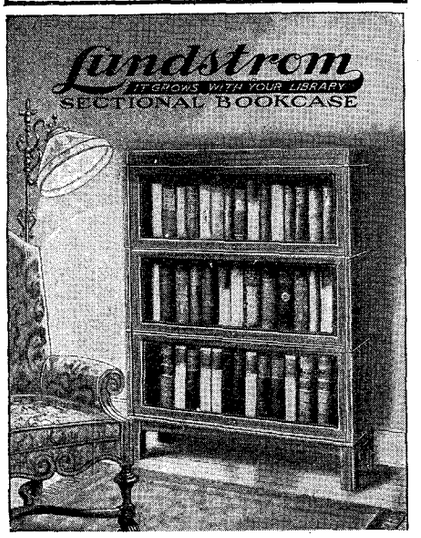

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ness, for the bad state of the animals' teeth often leads to septic poisoning.

Camels are most human in their protests when being laden.

As saddle and blankets are strapped on, they groan, grunting ferociously as the girths are tightened.

In motion a camel is graceful and dignified, but one's first experience in the saddle is certainly distressing.

The animal rises with a peculiar motion, and starts off with a prancing gait that presently is replaced by a quaint rolling motion produced by the animal's habit of using simultaneously the left and then the right legs. The camel can move at a brisk pace that eats up the miles.

This may be useful for patrol purposes, but the inexperienced rider is soon in the grip of distressing seasickness.

To be caught on camelback in the middle of that Kalahari desert without water is an experience not to be envied. Mr. Speight depicts the resource of the camel patrols in that predicament:

In parts of the Kalahari grows a tiny melon known as *tsama*.

When carefully skinned and cut into small pieces it is put over the fire and the liquid extracted.

The rind must not come in contact with the inside of the melon, if it is not to be rendered poisonous or unpalatable.

This liquid has a strong and unpleasant flavor; it takes long to accustom oneself to drink it, and to its peculiar coffee color. It is usually strained through grass.

Old hands say that if other methods are used, the flavor is ruined! One patrol filled its water tanks at a *tsama* patch, but did not take the proper precautions to preserve the liquid from going bad.

After a day's ride they made this startling discovery and immediately set off for the melon patch again.

In the meantime, game had paid a visit to the patch and ruined it.

The next known patch was farther away than the nearest water supply, a couple of days' forced march distant. There was nothing for it but to rest for a day and ride at top speed through the cool, starry nights.

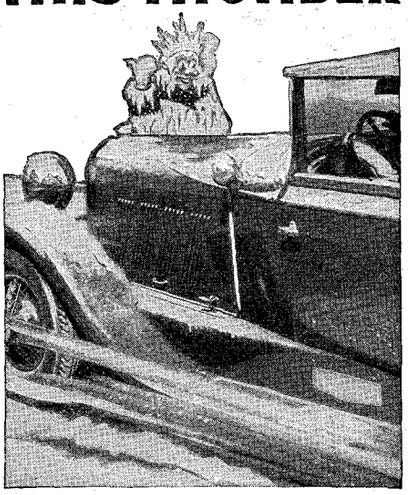
One man reached the outpost before the rest of the patrol, and, when the sergeant had unstrapped him and forced sips of water between his black blistered lips, he indicated the direction in which the patrol lay.

When found, the men were at the end of their resources. But the sergeant had brought a supply of water with him and was able to give them the immediate attention they required.

Locust porridge has on occasion been manufactured by a hungry patrol. For this a large number of locusts are collected and the back portion of the body, including the tail and the head, are removed. The entrails and the alimentary tract are also taken out and legs and wings pulled off. The residue has then to be dried, pounded, and prepared in the usual way.

Accidents among natives and incidents while on patrol make it essential for these policemen to be well grounded in ambulance work. Snake bite and scorpion sting are not infrequent mishaps. One policeman so stung became violent and had to be handcuffed and tied to the back of a camel by his companion. It was several days' march to the camp, but the sound man brought his comrade in safely, and, after receiving expert attention, he eventually recovered.

Don't PICK UP THIS THUMBER



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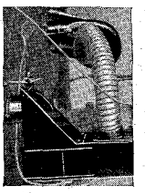

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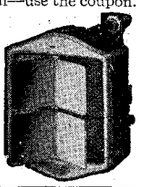

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CURRENT POETRY

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FOLLOWING the award to Sinclair Lewis, the Nobel prize for literature this year was bestowed posthumously upon Erik Axel Karlfeldt, a lyric poet. He died in the early part of the year. Below are two poems printed in the New York *Herald Tribune Books*, where we read this note:

"What impresses one most in Karlfeldt s poetry is that he wrote not as an individual but as the spokesman of his world. He expres tribal rather than personal feelings. His stylc, however, was often too rich in imagery to be fully grasped by an unlettered mind. This combination of simple feeling and decorative imagery gives the poetry of Karlfeldt a charm that finds few parallels in English. Some of Browning's Italian poems, such as 'A Toccata of Galuppi,' would come near to it if they did not pass over into moralizing."

THE RHYMESMITH

BY ERIK AXEL KARLFELDT

Translated from the Swedish by Charles Wharton Stork

Come, stalwart master in my metric smithy,
  Lift up your sledge and try the metal now!
Some links may break, but do not spare them, prithee,
  For honest steel is in them, that I vow.
From the home shaft by dint of sweat and clamor
  I got the ore and smelted it amain,
I seized—as 'twere my sweetheart's waist—the hammer,
  And longing blew the bellows in my brain.

Lustily sang the anvil in the gloaming
  At the cool sunset of my youthful prime.
How the clang leapt! A troop of children, homing,
  Lent their fresh voices in a choral chime.
But lone within the smithy dusk's enfolding
  Stood, hot with toil and health, the prentice bard
And smiled amid the hot flakes round him whirling,
  Though many a spark his blackened skin had scarred.

THE MICROCOSM

BY ERIK AXEL KARLFELDT

Translated from the Swedish by Charles Wharton Stork

I am of earth, am sluggish, cool, inert,
Seasoned with age, though ever young at heart.
Deep-rooted in my soul, an autumn tree
Rustles with songs of parting, wistfully.

I am of water, cold as northland rains,
Like frozen tears the ichor in my veins,
My winter joy is clamorously outpoured
When wine and venison deck the ample board.

I am of air too, I am brilliant, gay,
I walk as though in springtime every day.
What was for years neglected and unseen,
Breeze-quickened, re-arises fresh and green.

I am of fire, I am hot and parched,
By the unsetting summer sun I'm scorched.
Why was I not consumed by such a glow,
I and my sum of elements, long ago?

A GOOD recipe for book borrowers in "The Bowling Green" section of *The Saturday Review of Literature*, which the author purports to be a "translation from the Chinese":

MANNERS

BY CHRISTOPHER MORLEY

"What, haven't you read Voltaire's *Dictionary*?
I'll bring my copy round for you."

Not at all, replied the Old Mandarin.
I hope I have better manners than that.
I'll come to your apartment
And pay my respects to it there.
Voltaire does not call on us,
We call on him.

IT would be a nice question which season moves us most deeply. Probably autumn would get the most votes. Here is one in *Harper's:*

SEASON

BY CLARA SHANAFELT

This is the time when elms wear most profoundly
Their air of revery,
Drooping over the tarnished slopes of late summer,
Above stone walls and terraced lawns and gardens,
And against the aster-blue profiles of distant mountains,
In elegiac grace, exquisite and aloof.

It is a time when meadows are composed
In dreaming gardens of dim pearl, opaque rose, bright gold, and violet—
Goldenrod, Joe Pye, ironweed, and boneset,
Their curded cymes and panicles pierced by the slender spears
Of water reeds,
Where a brook creeps stealthily, unseen and mute
Breathing a scent of mint—
Enchanted gardens that linger week on week,
Unchanging and at peace.

It is a pause of the year,
Of landscapes painted and still,
Voiceless but for the low syncopation of insects
Plucking their one dry string;
A gracious cœsura balancing
The spoken and the unspoken syllables of time.
No bird sings now to break the grave suspense
With an unseasonable eloquence.

It is the August also of my life,
And I, too, stand for a moment on a height,
Like an elm tree musing, a dark arrested fountain,
Over a far prospect, where a river swings in silent silver arcs,
And those two restless hounds, mind and heart,
Lie quiet at my feet.

ONE could think of a number of expletives to describe the sentry here called foolish in *The Commonweal* (New York):

THE FOOLISH SENTRY

BY SISTER M. MADELEVA

Night and the stars have come to town.
The wind walks up, the wind walks down,
Beneath my window, beside my door.
The wind knows not what the night is for.

He frights off sleep, the comforter;
He fights off sleep, the ravisher;
He lets no ghost of a dream pass by.
What though I wait for sleep, the spy

To bring me word of oblivion,
The wind will watch till his watch is done!
Never shall I consort with sleep
While he has the ward of my gate to keep.

Sentry, why do you stalk my door?
Waking is not what the night is for.
Fool, let my gate unguarded be
That sleep, the blessed, may come to me.

OLD and deserted houses not traditionally haunted can give you the creepy feeling described below from *The Gypsy* (Cincinnati):

HAUNTED HOUSE

BY PHYLLIS B. MORDEN

Laughing we entered the dim low room—
Glacial and quiet as a long-locked tomb—
But the very dust drank up our laughter,
And the cold gray stillness, shuddering after,
Tricked like water under the door,
And moved like water over the floor . . .
Our laughter ended on a quivering note,
Hushed by fingers that clutched the throat—
Impalpable, invisible, from space beyond space!
As we turned to flee that haunted place,
Everywhere there waited upon our going
Something too terrible for human knowing!

MANY readers will welcome Theodosia Garrison again after a long period of silence. The following appears in the New York *American:*

IN AUTUMN

BY THEODOSIA GARRISON

All my saints are here in the Autumn countryside;
They walk between the great hills across the valley wide.

Clad all in blue and white above the yielding grass,
The painted hills bend down to guard them as they pass.

The sea has hardy saints—Peter, Christopher,
Who rein the fierce, white tides and guide the mariner.

But here one only knows the saints of quietude,
As gentle as the fawns, who watch them from the wood.

In quiet talk they go, the guarding hills among,
And some are old and wise and some are fair and young.

And in their company (who keeps us from all harm)
There walks a little lad, his white lamb on his arm.

MR. SASSOON returns to the ironic vein he used so deftly during and after the war. In *The New Statesman and Nation* (London):

MAMMONIAC ODE

BY SIEGFRIED SASSOON

I

Hark, hark, the Mark in the Money Market sings!
And sweet Swiss francs in Bernese Banks
Yodel to Mammon a million thanks
For swift and profitable flight on funded wings.
To Mammon's face of many facets,
"Firm in tone," they raise their song;
"Fluctuant Bonds and Frozen Assets
Unto us no more belong."

II

Toll for the brave,
Gold Standard sunk beneath the European wave.
For Britain's Gold Redemption Policy suspended,
And the Parity of the Pound (Alas, poor Yorick!) ended,
Lament from fiscal throats,
O Patriot Five-Pound Notes;
And let your dirge with Wage Reductions be well blended.

III

O Franco-franc, O Dollar, and O Florin,
Exceed your rights, ferocious-fanged and foreign!
Pengo, Peseta, and Colonial Pound,
Abjure your mineral ancestry, and be
More glorious than mere gold from underground;
Soar; sag; and more portentously unsound;
Cause all the trouble you can; but O—be free!

IV

Finally, O English Dictionary, this conundrum settle,
And aid me to be poet-laureate of the aureate. . . .
"Non-rusting yellow malleable ductile metal
"Of high specific gravity;" (*as good as gold*).
"Gold can be foil or dust or leaf; beaten or rolled.
"Coins made of this. Money in specie. Bullion. Wealth."
Gold this; gold that. Pure gold. Gold cannot buy good health.
Gold plate. Resources. Interest. Incomes. Power of purchase.
Pays Unemployment. Buys Champagne, and builds new churches. . . .
The finest Sport on earth is job-stock Speculation. . . .
Deliver us, O Lord, from Currency Inflation.

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Tonight . . . say *this* to your wife . . . then look into her eyes!

"I gave a lot more than we had planned . . . Are you angry?"

IF you should tell her that you merely "contributed"—that you gave no more than you really felt obliged to—her eyes will tell you nothing. But deep down in her woman's heart, she will feel just a little disappointed—a tiny bit ashamed.

But tonight—*confess* to her that you have dug into the very bottom of your pocket—that you gave perhaps a little *more* than you could afford—that you opened not just your purse, but your heart as well.

In her eyes you'll see neither reproach nor anger. *Trust* her to understand.

Trust her to appreciate the generous spirit—the good fellowship and manly sympathy which prompted you to help give unhappy people the courage to face the coming winter with their heads held high with faith and hope.

It is true—the world *respects* the man who lives within his income. But the world *adores* the man who *gives* BEYOND his income.

No—when you tell her that you have given somewhat *more* than you had planned, you will see no censure in her eyes. But *love!*

The President's Organization on Unemployment Relief appeals to you to give generously now in your own community. There is no national fund. Contribute through your local welfare and relief organizations, through your community chest, or through your special emergency relief committee. All facilities for the furtherance of this nation-wide relief program, including this advertisement, have been furnished the Committee without cost.

THE PRESIDENT'S ORGANIZATION ON UNEMPLOYMENT RELIEF

Walter S. Gifford

Walter S. Gifford, *Director*

Committee on Mobilization of Relief Resources

Owen D. Young

Owen D. Young, *Chairman*

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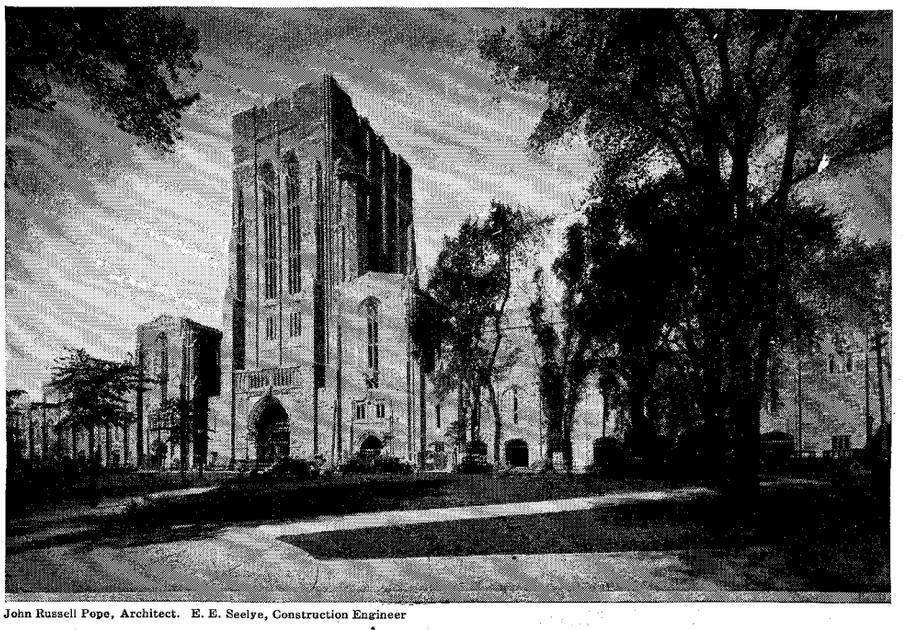
Making "Unproductive" Expenditures Pay

"UNPRODUCTIVE" EXPENDITURES may show profits, whereas commercial and industrial building may kill prosperity.

Such is the paradoxical claim put forward in *The American City* (New York) by David Cushman Coyle, consulting engineer, expert on wind vibration in sky-scrapers, and now spokesman of a group of civil engineers which urges stabilization of construction by diverting capital from the overbuilding of investment property to "cultural" public works.

At the same time that Mr. Coyle advances this idea in *The American City*, Carl Ewald Grunsky of San Francisco, president of the American Engineering Council, likewise pleads, in *Civil Engineering*, for vast public outlays for cultural advancement—for building "activities disconnected from the production of material necessities."



John Russell Pope, Architect. E. E. Seelye, Construction Engineer

Cultural Building That Makes for Prosperity

Buildings like this nearly completed Payne Whitney Gymnasium at Yale University require vast amounts of labor and materials, and these stimulate business, according to Mr. Coyle's argument, without adding to our already overexpanded industrial plant.

CONSTRUCTION work on a large scale is a basic necessity for prosperity, Mr. Coyle points out; yet construction is blocked at present. Investors seem to realize that there is no real need for new plant in the business and industrial world. Yet public works are deemed "unproductive" expenditures. How they may be made to pay, and to pay well, Mr. Coyle attempts to explain:

A municipal water system may show a profit, while a park system shows only expenses.

Altho the distinction is merely a matter of bookkeeping, since the citizens pay for both, it creates the illusion that the free services are useless luxuries.

This illusion is a holdover from pioneer days, when a rapid increase of industrial equipment was the chief need of the country.

In those days saving was a civic virtue, and money spent for pleasure was a loss to the growth of the nation.

At present however, our industry is overdeveloped, and it is not productive capacity we lack, but markets.

This reversal of the economic background will naturally bring a reversal of our moral judgment in regard to thrift, and the sooner we complete that readjustment the less we shall have to suffer.

It is no longer proper to speak of a park system as "unproductive," nor to sniff contemptuously at "made" work.

The effect on land values which follows the establishment of parks, churches, libraries, etc., is an indication that the word "unproductive" is a misnomer.

Such institutions produce cultural values, and, speaking purely from the economic point of view, the cultural values of the community are the foundation of business.

The absolute necessities of food and shelter are a very small fraction of American industry. Business depends on a high standard of living; beauty is of fundamental economic importance.

AND so, on the other hand, this engineer tells us, if it produces bankruptcy for its owners and unemployment for its workers, a factory may be non-productive. As nearly every industry in the country is overequipped, almost any new factory or mine serves no other purpose than to add to overhead and bring on depression. In fact, it is essential, claims this expert, to prevent overbuilding of industrial plant. He ventures even further:

Construction we must have, but more competition we must avoid.

It follows that "what the country needs" is the construction of plants to produce cultural advance, but not to produce goods for sale.

That sort of construction is public and semipublic; the more of it, the more prosperous we shall be.

The other kind of construction is the overbuilding of industrial and commercial plant; the less we have of that, the longer our prosperity will last.

BUT who's to pay for it all—parkways, museums, bigger and better schools, hospitals and research laboratories—all this "cultural advance" advocated by Messrs. Coyle, Grunsky and Company?

"High taxes in the upper brackets," answers Mr. Coyle. "The legitimate source of funds for a large building program is the great mass of capital which normally would be used in promoting industrial overexpansion":

Construction in all its forms is one of the most powerful causes of prosperity.

During the up-swing of the business cycle, new building is active, and furnishes a market for industry of all sorts.

At the peak, the newly built industrial plants come into action to intensify competition, increase overhead, and destroy profits.

Business is poisoned by the effects of overbuilding, and collapse ensues.

Public building, on the other hand, has the same nourishing effect on business while it is in process, without any toxic action after it is done. To transfer capital from industrial construction to public works is therefore to give business a valuable food in place of an indigestible one.

Mr. Grunsky, a member of President Hoover's organization on unemployment relief, suggests a redistribution of taxation to make it more compatible with ability to pay. He calls this the first step to prevent recurrent business depression and insure large public undertakings. In *Civil Engineering* he writes:

Under a balanced program, the nation should get vastly increased scientific research; expansion of educational opportunity; and encouragement of art by the erection of monuments, the establishment of museums, art galleries, conservatories of music, and opera-houses, with maintenance of opera companies, in all centers of population.

These expenditures would contribute to the spiritual uplift of the people and to the progress of civilization.

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The Hoover Reconstruction Program

BEFORE the December session of Congress opens, the Government's program for hastening the return to normal business conditions will be fully established.

At least, so reports David Lawrence in a Consolidated Press dispatch from Washington.

This program, according to Mr. Lawrence, "contemplates an upbuilding of confidence through a series of definite steps looking not merely to the financing of the debts of the depression through credits, but the stimulation of basic industries."

On the basis of a recent survey or examination of the subject, this writer lists the following items in the government program:

First, the National Credit Corporation with its half billion to a billion of credits already announced.

Second, a real-estate mortgage pool to aid in financing home ownership and the improvement of the real-estate security situation through a system of rediscounts.

Third, a program of financing for the railroads so as to provide them with credit for refunding and other purposes during 1932. This and the real-estate pool may be combined in a single credit corporation to be set up by Congress and financed through the sale of the bonds of a government corporation somewhat on the order of the Federal Land Bank System.

Fourth, an agreement between the Bank of France and the Federal Reserve System fostered by President Hoover and Premier Laval to bring about orderly redistribution of gold and the maintenance of the gold standard.

Fifth, a proclaimed understanding between France and the United States which will assure the world, and particularly Europe, that the United States will consult with other Powers in the event of the Kellogg-Briand pact being violated, and will agree not to aid the aggressor nation.

Sixth, a revision of the antitrust laws so that industries growing out of natural resources may be permitted to curtail production to avoid wasteful overproduction. Leaders in Congress are expected to sponsor this change as an emergency measure.

Seventh, legislation to permit the controller of the currency to use a revolving fund of $150,000,000 in arranging to pay depositors of closed banks immediately as much of their deposits as may be justified by an examination of sound assets, thus reducing the hardships to business and individuals in areas affected.

Eighth, coordination of State and local agencies engaged in raising funds to care for unemployed and others in distress. This already is in operation through the President's committee headed by Walter S. Gifford, but is an essential part of the whole program.

MUCH, of course, depends on what Congress will do. But Mr. Lawrence understands that the President's intention "is to recommend to Congress in December as much of his reconstruction plan as requires legislation immediately, and ask both Houses to act within two weeks after the session has begun so that action may be promptly assured."

The Horse—not the Harness

It's not the harness that pulls the wagon . . . it's the horse. It's not the tanks and turbines that make a utility system . . . it's the Men. Thirty-three men who are the chief executives of the Associated System average 25 years in public utility experience; 283 major executives have been with the System an average of 16 years. This experienced personnel helps make the System's long-range management policies effective. During the past quarter century, these policies, with the aid of group control of operating properties, have extended System service to 1,443,142 customers, and increased annual gross revenues to $111,341,940.

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THE SPICE OF LIFE

(TITLE REGISTERED IN U. S. PATENT OFFICE)

May Be Round the Corner.—"Hasn't he got a rich wife?"

"Yes, but she hasn't declared any dividends so far."—*Boston Transcript.*

Birth of Crime.—The Government educators now say that the small savings-bank trains children to be misers. Our observation is that it teaches their parents to be bank-robbers.—*Judge.*

Judgment Suspended.—FRIEND—"Was your uncle's mind vigorous and sane up to the very last?"

HEIR—"I don't know—the will won't be read until to-morrow."—*Pathfinder.*

The Long and the Short of it.—SHE—"I notice that you smoke your cigarets shorter."

HE—"Yeh. That's because I smoke 'em longer."—*Boston Transcript.*

Can the Soviets Beat This?—By fertilizing his ranch freely, planting it scientifically and cultivating it with diligence, a Colorado farmer recently harvested thirty bushels of grasshoppers to the acre.—*Detroit News.*

Dead-Game Sport.—The teacher was testing the knowledge of the kindergarten class. Slapping a half dollar on the desk, she said sharply, "What is that?" Instantly, a voice from the back row said, "Tails."—*The Mutual Magazine.*

Mutual Regrets.—HOSTESS (at evening party)—"What, going already, Professor? And must you take your dear wife with you?"

PROFESSOR—"Indeed, I'm sorry to say I must!"—*The Outspan.*

Privileged Class.—

"Doctors mustn't look gloomy."
Says one in the South.—
I presume he'll let dentists
Look down in the mouth.
—*C. E. in the Boston Transcript.*

Revised Version.—

TREES

(*Close to highways*)

I think that I shall never see,
Along the road, an unscraped tree

With bark intact, and painted white,
That no car ever hit at night.

For every tree that's near the road
Has caused some auto to be towed.

Sideswiping trees is done a lot
By drivers who are not so hot.

God gave them eyes so they could see,
Yet any fool can hit a tree.—*Judge.*

Sore Problem.—"Jack, you didn't shave this evening."

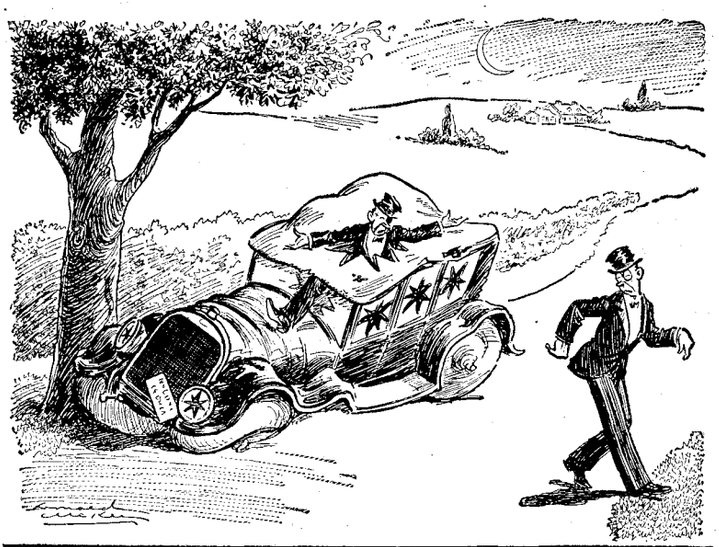
"No, dear. I shaved this morning and it makes my face sore to shave twice a day."

"Well, it makes my face sore when you shave only once."—*Boston Transcript.*

Dirty Work at the Crossroads.—

"That's terrible!"
"Mercy!"
"Horrors!"

This is what a husband hears his wife murmur at her end of the telephone. He no longer worries. She is merely talking with her sister about a dress which seems a trifle too long.—*Louisville Courier Journal.*



First Celebrant: "Shall I telephone your wife that you were in an automobile accident?"

"No, Bill, no—she's heard that one."

—"Judge."

Budding Einstein.—"Now, then, Tommy Brown," said the teacher, "I want to set you a little problem. Suppose there were five children and their mother had only four potatoes to share between them. She wants to give each child an equal share. How would she do it?"

"Mash the potatoes," said the boy.—*Answers.*

Loud-speaker, Too.—Jackson came home after a visit to friends.

"Well," asked his wife, "did you see the Jones's twins?"

"Yes."

"Oh, George," she went on eagerly, "don't you think the boy is the picture of his father?"

"Yes," he said, "I certainly do. And the girl is the talkie of her mother."—*Tit-Bits.*

Asset or Liability?—They tell of the ham actor who complained long and loud to the producer about the size of his name in the lights.

"Oh," groaned the actor, "I know I'm not a star, but I do think that my name should be featured. Why don't you mention the name of the show plus the principals, and then before my name put: 'And—'?"

"'AND'!" screamed the fed-up producer. "Why not 'BUT'?"—*N. Y. Mirror.*

Slips That Pass in the Night

Excellent Foundation.—Their union was the result of eleven children.—*London (Ontario) paper.*

He'll Want to Roast It.—Editor wanted to assist chef with cooking book.—*Philadelphia Public Ledger.*

New Traffic Peril.—They are taking a tent and cooking utensils and will vamp by the side of the road.—*Haverhill Herald.*

Blest If We Know.—By the way, what anti-aircraft gun could ever place a shell near a little plane going 404,275 miles an hour?—*New York Evening Post.*

La Belle Dame Sans Merci.—And the bride, in the same Saxon blue suit and Empress Eugenie hat she wore on the airplane elopement to Yuma, Arizona, last Sunday, sank a new song.—*San Francisco Examiner.*

Yes, But the Prices?—

HONEST VALUES
$28 Roadster.....$150
—*Memphis Commercial Appeal.*

Excess Baggage.—The ladies of the Helping Hand Society enjoyed a swap social on Friday evening. Everybody brought something they didn't need. Many of the ladies were accompanied by their husbands.—*Middlesex (Mass.), paper.*

Difficult Round Up.—Rustic posts are being set around the end of the green where a wife fence will be built.—*Westerly (R. I.) paper.*

Sad Effect of Saintliness.—

HIGH HUMILITY IS CAUSE OF GREAT DISCOMFORT IN CITY
—*Gloversville and Johnstown (N. Y.) paper.*

Wrong to a T.—I was shorly herafer ha he old board of aeronauics was dissolved. Two members—Lee U. Eyerly and B. B. Smih—were removed before heir erms had expired. Tex Rankin, a member of he old board, was reappoined. The new board, wih Hickam as is head, hen was named.—*Portland (Ore.) Journal.*

Regrets with a Kick.—

The friends of Robert D. will regret to know that he is recovering at his home from results of an automobile accident.—*Columbia (S. C.) State.*

We regret to report the illness and convalescence of the following, viz.: Mr. C. E. B., etc.—*Jackson (Miss.) church bulletin.*

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THE LEXICOGRAPHER'S EASY CHAIR

(TITLE REGISTERED IN U. S. PATENT OFFICE)

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers who require immediate attention will receive it if they enclose a stamped return envelop. No notice will be taken of anonymous communications.

but that.—To Several Correspondents.—*But that* means "except for the fact that," or "otherwise than that." Altho *but* is sometimes redundant before *that*, it is not always so. In "Each would have done the like by the other *but that* they lacked the courage," *but* is essential as introducing a reason or consideration to the contrary. The omission or insertion of *but*, often reverses the meaning. "I have no fear that he will do it" and "I have no fear *but that* he will do it" have contrary senses: the first indicates a feeling of certainty that he will not do it; the second a feeling of certainty that he will do it.

But after a negative has often the meaning of "otherwise than," as in the sentence "I can not *but* believe that he will come," which means "I can not believe *otherwise than that* he will come." "I can not *but* hope that he will come" means "I can not help hoping," that is, "I can not prevent myself from hoping that he will come," whereas "I can *but* hope" clearly means "I can only hope." In Carlyle's "Essay on Goethe" (Vol. i, p. 237) occurs: "We *can not but* believe that there is . . . an essential truth in art." Shakespeare, whose mastery of the language is commonly conceded by English scholars, wrote in 1593: "I *doubt not but* his friends will fly to us" ("Richard III.," v: 2). In 1594 he wrote: "*No doubt but* he hath got a quiet catch" ("Taming of the Shrew," ii: 1), and as the years advanced, in 1603, he wrote: "I do *not doubt but that* my noble master will appear" ("Julius Cæsar," iv: 2).

In 1628 Earle in his "Microcosmographie" wrote: "He would be wholly a Christian *but that* he is partly an atheist." Selwyn in his "Law Nisi Prius," published in 1817, gave us: "It was never doubted *but that* one partner might bind the rest." Dr. Livingstone in his "Travels" expressed the thought, "I have *no doubt but* it will yet spring up," in 1857, and that supermaster of English, John Ruskin, in his "Lecture on Art," delivered in 1870, said: "I *do not doubt but that* you are surprized," and Ruskin was a master of English.

If it be from a desire to correct ambiguity, or because of mental drowsiness that the use of *but that* leaves the impression of haziness on the mind it is very easy indeed to avoid it by changing the form of the sentence.

else.—"H. E. G.," Merion, Pa.—The expressions *some one else, any one else, every one else, somebody else*, which are in good usage, are treated as substantive phrases and have the possessive inflection upon *else:* as, *somebody else's* umbrella; but some people prefer to treat them as elliptical expressions; as, the umbrella is *somebody's else* (i. e., other than the person previously mentioned).

junior.—"LeR. M.," Columbiana, Ala.—The title *junior* is affixed to a man's name to distinguish him from his father of the same name, or sometimes even some older man of the same name. The son of Henry Jones is *Henry Jones, Jr.*, or *Henry Jones II.* The son of Henry Jones, Jr. or II., is *Henry Jones III.* The line runs: Henry Jones; his son, Henry Jones, Jr. or II.; his son, Henry Jones III.

However, if the nephew of Henry Jones II. is the third member of his family to bear the name *Henry Jones*, he is *Henry Jones III.*, and the son of Henry Jones II. (if born after the nephew) is *Henry Jones IV.* It all depends upon whether the person named is the first, second, etc., person to bear the name in a family.

legal signatures.—"A. D. H.," Long Beach, Calif.—We know of no law that requires a person to sign a legal document with other than her baptismal or marital name. The prefixes "Miss," "Mrs.," or "spinster" or "widow" are no part of the name, being mere courtesy titles (the first two), or declaratory descriptions (the second two). The latter are usually embodied in the document to be signed, as: "I, Jane Brown, spinster, of . . . ." or "I, Matilda Smith, wife (or widow) of John Smith, of . . . ."

loan, lend.—"C. E. L.," Lansing, Mich.—One may raise (put an end to) a *loan* by paying both principal and interest, and another may *lend* money to do so. The use of *loan* as a verb, meaning "to grant the loan of or lend, as ships, money, linen, provisions, etc.," dates from the year 1200, and is accepted as good English. Some purists, however, characterize it as colloquial.

Montevideo.—"C. E. K.," Atlanta, Ga.—The English pronunciation is *mon''ti-vid'i-o*—first *o* as in *not*, first and third *i*'s as in *habit*, second *i* as in *hit*, final *o* as in *obey*. The Spanish pronunciation is *mon''te-vi-de'o*—first *o* as in *go*, *e*'s as in *prey*, *i* as in *police*, final *o* as in *obey*.

obeisance.—"M. McA.," Astoria, L. I.—This word may be pronounced *o-be'sans* (*o* as in *obey*, *e* as in *prey*, *a* as in *final*) or *o-bi'sans* (*o* as in *obey*, *i* as in *police*, *a* as in *final*). The second pronunciation was noted originally by Kenrick (1773), and supported by Perry (1777), Sheridan (1780), Walker (1791), Enfield (1807), Webster (1828), and Ogilvie (1850). The first, which is the standard pronunciation of modern dictionaries (Century, Encyclopedic, Imperial, New English Dictionary, Stormonth, Webster, and Worcester), was indicated by Bailey (1732), Johnson (1755), Fenning (1760), Johnston (1764), Nares (1784), Elphinston (1786), Scott (1797), Jones (1798), Fulton and Knight (1802), Jameson (1827), Knowles (1835), Smart (1840), Reid (1844), Boag (1848), Craig (1849), and Wright (1855).

oblige.—"R. B.," Pendleton, Ore.—The correct pronunciation is *o-blaij'*—*o* as in *obey*, *ai* as in *aisle*. Formerly *o-blij'* (*o* as in *obey*, *i* as in *police*) was in wide use, and was indicated by Fenning (1760), Perry (1777), Nares (1784), Elphinston (1786), Scott (1797), Jones (1798), and Enfield (1807). This pronunciation was standard in Scotland for years notwithstanding that Buchanan (1757) noted *o-blaij'* or *o-blij'*, and was heard occasionally in England as lately as the close of the nineteenth century.

other; save.—"D. F. P.," Detroit, Mich.—Press reports are not always punctiliously accurate. They are usually prepared at a rush, and sometimes inadvertently invert the statements made. Concerning the sentence—"Save the ancient Roman Empire and Great Britain, no people in history has ever been so closely intertwined . . . etc."—we have a parallel in Shakespeare's "Much Ado About Nothing"—"Friendship is constant in all *other* things *save* in the office and affairs of love," that dates from 1599. None of us are omniscient; none can remember every construction in the language. That cited below is six hundred years old—"For there is *none other* God *save* thee Lord" (1382). The omission of *other* is a very common error.

pair.—"F. L. G.," Glenellyn, Ill.—*Pair* is defined as "a single thing having two like parts dependent on each other for a common use." The word *pair*, when applied to twin birth, implies only two children, exactly as a *pair* of gloves consists of only two gloves. Therefore, a *pair of twins* does not consist of a quantity.

pentode.—"H. C. E.," Brooklyn, N. Y.—The word *pentode* or *five-electrode tube* designates a thermionic tube having five electrodes, a filament, a plate, and three grids. Used in a receiving-set, it has the advantage of having a high magnification factor, and of being capable of giving a relatively large output.

President (United States), succession of.—"A. L.," Jr., Queens Village, L. I.—The order of succession in the event of the President's death is as follows: Vice-President; Secretary of State; Secretary of the Treasury; Secretary of War; Attorney-General; Postmaster-General; Secretary of the Navy; Secretary of the Interior; Secretary of Agriculture; Secretary of Commerce, and Secretary of Labor.

No such emergency has arisen. The order of succession was established by an act of Congress, approved January 19, 1886, and no mention was made of the Secretaries of Agriculture, Commerce, and Labor, whose departments had not been organized at that time.

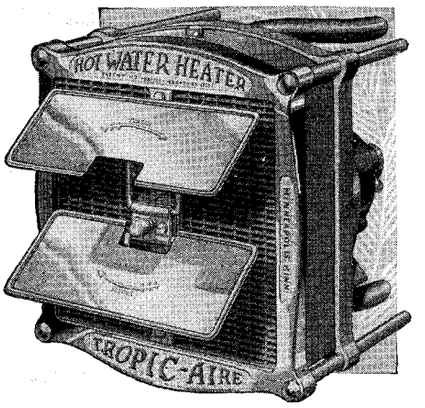
proven.—"J. H. L.," New York City.—*Proven* is an irregular form of the past participle of *prove* used correctly only in courts of law. The word should be restricted to the Scotch verdict of "*not proven*," which signifies of a charge that it has neither been proved nor disproved. The modern pernicious tendency among reporters is to use *proven* instead of *proved*.

quite; volume.—"L. W. G.," Crider, Ky.—(1) In general *quite* means "to the fullest extent, totally, perfectly"; colloquially, it means "very, considerably." It is from the French *quitte*, meaning "discharged," being the equivalent of the English "quits," a word in games to designate when the players are even with one another. Therefore, such a phrase as "quite a number" is unjustifiable. "Number" is indefinite in its significance just as are also "few," "little," and "some." As Richard Grant White says: "A cup or a theater may be *quite* full; and there may be *quite* a pint in a cup or *quite* a thousand people in the theater; and neither may be *quite* full." Yet Thomas Hughes, author of "Tom Brown's Schooldays," wrote in a letter concerning an intercollegiate boat-race "*quite* a number of young Americans." The local colloquialism "quite some" is wholly indefensible. (2) The word *volume* is pronounced *vol'yum*—*o* as in *not*, *u* as in *full*.

slue.—"W. E. K.," Brooklyn, N. Y.—This is the word you mean. It is defined as: "(Slang.) An abundance; crowd; as, a *slue* of people." Therefore, "there was a *slue* of them," not "there was a *slew* of them" is correct.

verbal conversation.—"S. E. G.," Cleveland, O.—This is a pleonastic expression. *Conversation* can be nothing but *verbal*. *Conversation* is "the *speaking* of two or more persons alternately with each other, or the informal interchange of thoughts and opinions, as by means of *spoken language*." *Verbal* is an adjective which means "connected or concerned with words; uttered by the mouth; expressed in words orally; not written."

zoology.—"E. C. D.," Hampton, Va.—The correct pronunciation is *zo-ol'o-ji*—first and third *o's* as in *obey*, second *o* as in *not*, *i* as in *habit*.



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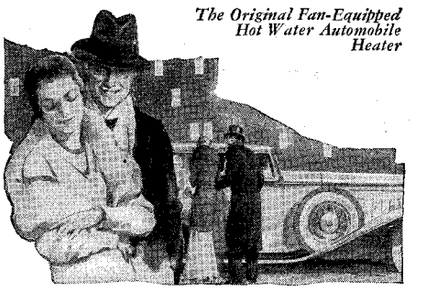

"After the dance, a chilly ride home is dangerous"

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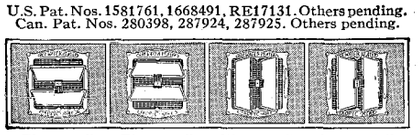

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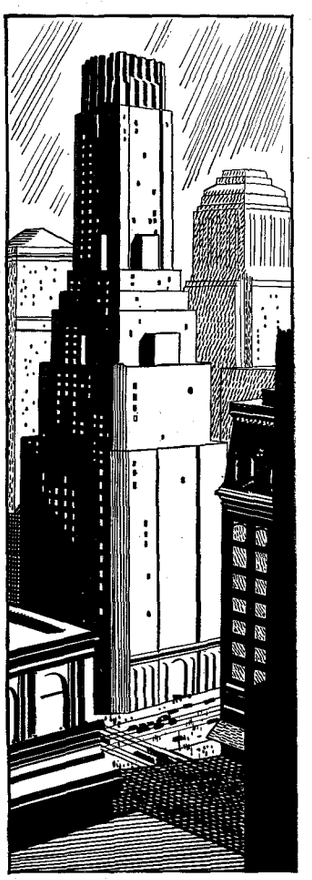

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